

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Santa checks out Zarzuela



Nauticat Association Newsletter

Issue Number 34

Winter 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, 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 through the Secretary.

CAT-A-LOG

Issue No. 34 Winter 2004

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CHAIRMAN'S NOTES & SOPHIE'S SCRIBBLING'S

Greetings to all Members,

We have to admit to a bit of cheating this edition – normally the Chairman and the Secretary both manage separate contributions for the Cat-a-Log, but regrettably this time has to be an exception. We have only just returned from three weeks in the USA, getting to know our new granddaughter, who was four months old on the day we arrived. She was, of course, absolutely gorgeous (which grandchild isn't) and we loved every minute. Three weeks seems a long time but, as usual, it absolutely flew by and we are now safe and sound back at home, surrounded by all the panic of the fast approach of Christmas. However the older one gets, the more difficult it seems to be to recover from the effects of transatlantic time changes.

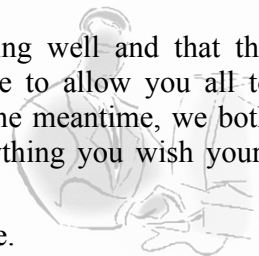
We got back to be greeted by the very sad news of the death of Robert Hutchinson, the owner of Kadore. He had been a member since February '98, one of our earliest, and will be very much missed. We last saw him at the Summer Rally in Weymouth – he came without his boat and stayed locally. He seemed in good spirits and was enjoying the Aquastar 33 which he had recently acquired, and it was good to see him again. We send our condolences to his family.

Arrangements are well in hand for the AGM in Bristol, next February. The list for the theatre has now had to be closed, to ensure that we can get the tickets, but we can still get hotel rooms and look forward to seeing as many of you, both old and new friends, as possible. This is your chance to tell us what you think of what we are doing and what we should be doing, and for the newer members to meet the Committee, so you can put faces to names and find out exactly who does what. If you have never been before, please do not be misled into thinking that you are in for a long boring business weekend – of course we take the actual AGM very seriously, as one must, but otherwise it is a very happy, friendly weekend.

We hope all the winter lay-ups are going well and that the weather is kind enough when you want it to be to allow you all to complete all the work that you want to do. In the meantime, we both wish you the happiest of Christmases and everything you wish yourselves for 2005.

With love from

Stewart and Sophie.



Algarve Section

Three Active (very) Members of the Nauticat Association met in the Algarve and instantly activated the **unwritten** rule that whenever more than two Nauticat's shall meet they should form a local section (we made that rule up). An immediate forum decided that an AGL (Annual General Lunch) should proceed at the soonest possible date.

As we all had nothing to do the next day, September 28th was proposed and accepted by all.

Nauticat Association (Algarve Section) AGL Venue - Ferraguda, Portimao, Portugal

28th September 2004 Agenda

- 1 Convert John and Jenny's Rival ('Blue Talisman') into a Nauticat for a day so they can attend The AGL as co-opted members.
- 2 How many bottles of Red Wine versus White Wine?
- 3 Shall we have Monkfish Kebabs or does someone want something different?
- 4 Who wants pudding?
- 5 Shall we have some more bottles of wine?
- 6 Can we finish lunch before they start serving dinner?
- 7 Shall we have coffee and brandy here or find another venue?
- 8 AOB, (Any other beers)

Anxious Members arriving at the Venue, not wishing to be late for the start of the meeting (12.30 pm) Said members departed promptly at the end of the meeting (Lunch) at 6.30 pm !



Members Present

Jenny
"Blue Talisman"

Tony
"Nautifox"

Helen
"Unda"

John
"Blue Talisman"



Paul
"Dot e com"

Derry
"Nautifox"

Michael
"Unda"

Janet
"Dot e com"

THE STORY OF SKYLER (SO FAR!) AND DELIVERY TRIP APRIL 04

Background

SKYLER was initially owned by Richard Newman, who took delivery on 30.03.01 from Nauticat UK in Hamble, Southampton. She was based at Bembridge on Isle of Wight and was sailed by Richard and his wife until sold to me in early 2003. Richard had ordered SKYLER as a retirement project for the Mediterranean. She made one trip to France during this time and had 350 hours on the engine when delivered to me.

After some initial thinking, especially one morning very early while jogging on the beach at 6 Mile Point, I decided to buy a new yacht to replace my share in Tekbora, which had been sold in Spain. The concept was a yacht that could sail around Ireland, without strain in Irish sea and weather conditions, and to build a lifestyle for retirement. Quite quickly, after researching Dutch boat magazines and Yachting Monthly, I settled on a motor-sailor concept with ketch rig and interior/exterior steering position. I could see that Nauticat 331 neatly fitted the concept, and that Sitala were quality yacht builders.

I visited Nauticat UK at Hamble and was shown some examples of Nauticat yachts based at Hamble Point marina by. From that visit, I began a process with Clive, and finally ordered a new Nauticat 331. I had already received my new hull number, when SKYLER came on the market with a layout and specification that were almost identical to my choices, even colour of upholstery! I travelled to Isle of Wight and took a trial-sail on SKYLER with Richard Newman and with Clive. I was struck by the almost new condition of SKYLER, Richard's technical set-up on board, and particularly with the impressive and balanced sailing abilities of the 331. The trial sail took place in brisk wind conditions. I was surprised (shocked?) that such a heavy motor-sailor could really sail well, and how balanced she was in the brisk wind conditions.

Negotiations were concluded quickly on 26th June, to include Richard's equipment. I travelled to Southampton together with Aliona. We hired a car and crossed to IOW by ferry. After we took possession of SKYLER, Richard agreed to deliver the boat to Hamble Point marina, with Aliona on board, where Bernard Clack had organised a marina berth alongside his 331. I drove the car back to Southampton on the ferry.

Then began a 9 month period while SKYLER remained at Hamble Point. We flew in for long weekends at least once, usually twice per month. We hired a car, shopped in Southampton for small things for Skyler, met new friends on the marina, dined in the White Hart, and always had a good time. However, primarily this period was used to make a number of improvements to SKYLER to include laptop-based electronic charting, and to make miscellaneous modifications, using the advice, knowledge pool and skilled contractors available at Hamble.

Modifications to Skyler

Sitala had fitted the following for Richard:

- 1 Remote gas cut-off control
- 2 Additional 220V sockets
- 3 Raytheon colour radar plotter
- 4 ST60 multi cockpit instruments

Richard had made additional modifications after he took delivery:

- 1 Electrical layout modified to provide 3 No. shore-power (only) AC sockets
- 2 Electrical layout modified to allow quicker water heating by electric power and by engine hot water, concurrently while motoring

I subsequently made the following additional modifications at Hamble:

- 3 Mizzen gooseneck raised to allow standing headroom in the outside cockpit
- 4 Electronic charting with SeaPro on laptop, additional Furuno GPS, multi-function printer, wiring for future cockpit plotter.
- 5 ELCB on the shore power circuit
- 6 Spinnaker pole, spinnaker
- 7 Cruising chute
- 8 Additional rail fairleads.
- 9 Jackstays on the side decks
- 10 Canister life raft on the rail, in lieu of valise inside
- 11 Remove glass panelled cabinet doors in dinette, and replace with louvered teak doors and new shelf arrangements
- 12 Microwave oven
- 13 Galvanic isolator
- 14 Dehumidifier secure positions in galley and in forepeak locker
- 15 Various shelving provisions and adjustments, fiddles on all open shelves.

Delivery Trip

A first attempt was made in November 2003, but that had to be cancelled by weather conditions after we had arrived in Hamble. We did not cancel the going-away party organised at the Ketch Rigger for friends and contractors whom we had met and had helped us. At the end of the evening the guests received a take-away present of 3 portions of lasagne that would be not now be needed for the trip!

A second attempt was made the following April. Aliona and I flew to Southampton on Tuesday evening 6th April to prepare for a planned departure on the 9th. We were joined on departure morning by David Gerrard (my Yachtmaster instructor for the 'Coastal' course I took last winter), and we departed Hamble Point Marina 13.40, with last minute counselling from Bernard and Vera Clack.

Hamble to Penzance

While sailing down the Solent, we found that the autopilot would not track the waypoints and route home that had been prepared on SeaPro on my laptop in Ireland. When we tried to track the plan, the autopilot turned Skyler dramatically towards the land. A couple of frantic phone calls to Bernard were made before we ran out of phone coverage. So, we ditched the plan and simply sailed to the Needles. By then, I had worked out a new 'plan' starting from the Needles, projecting one waypoint at a time forward to the next cardinal mark or headland using SeaPro, setting the boat to that course and engaging the autopilot. Then, following the route visually on the electronic chart, with adjustments as we went on the autopilot to follow the track visually on SeaPro. We marked our progress on the passage charts at hourly intervals. The weather was pleasant and we soon calmed down and settled into the trip.

I had loaded the route waypoints from SeaPro into the Raymarine plotter and also concurrently into the Furuno GPS. I experimented with both GPS sources trying to get the autopilot to take up a correct track. I found that neither worked in autopilot 'tracking' mode. I found that, while SeaPro would take data from either source of GPS position information, the Raymarine unit is very much the natural partner for SeaPro on the laptop. Not to be unfair, I will of study the Furuno in order to set it up with proper adjustments. But, I'm already quite sure that its role will be as a wired-in back-up GPS.

We ditched the original plan to follow the North Channel out from the Needles, and opted to go out the main channel. After we were clear of the Needles we raised the mizzen to help cancel the roll in lumpy seas. Soon, the NW wind allowed us to raise all sails, and we continued like this into the night.

It was the first night passage for me! We got the radar working (first time to use radar!), and David and I started a natural rhythm of

watches. One of us would take approx. 1.5 hours sleep, wake naturally, take 30 minutes together for discussion with cup of coffee, then the other would sleep. Aliona stayed in the pilothouse wrapped in a blanket, snoozing from time to time, always ready to chat with whoever was on watch. And so the night passed, and also the following day; Portland Bill, Start Point, The Lizard, until late on Saturday evening we raised Penzance Harbour (first time to use VHF!) at approx 1930. Penzance confirmed that the lock was open and a berth was available inside. We entered the port in the gloaming, in soft light rain, in great mood, with the last of the daylight.

During the passage, I had set new routes a few times and tried to get SeaPro to follow a track. Each time she turned sharply away from our course. However, following a quick call to Bernard after the Lizard, having listened to his analysis, I turned off the Raytheon Plotter and she picked up track for the first time into Penzance. I then knew that the system would work after some better understanding on my part, and some simple adjustments. We could not find my favourite 'Badger' beer in Penzance, but we dined and wine well somewhere on the harbour front, and it was a well-satisfied crew that turned in that night, with good forecast and favourable tide time for an early departure in the morning.

Penzance to Dun Laoghaire

Before setting out the following morning, I deleted all waypoints from the Raymarine Plotter and planned a small course of 3 waypoints on SeaPro, just to take us around Lands End. The course took us outside the South cardinal mark at 50 1.20N and 5 40.44W. We were using the autopilot, following the route visually on SeaPro as previous day when something happened that seriously shook my confidence in electronic charting. We spotted the cardinal mark approx. 30 degrees to starboard off our bows. But, when I zoomed out, depending on scale, the course plotted could lie inside or outside the cardinal mark! This is not on! I need to know when using SeaPro on 'visual track', particularly when close to land or obstacles, that the chart shown on SeaPro is accurate,

especially my position in relation to land or obstacle. I think this may have something to do with Vector and Rastor charts – but for me, there can be no compromise on this question. I have to research this later.

I plotted a course home to Dun Laoghaire after we passed Long Ships, and sent the waypoints to the Raymarine plotter. The autopilot took up tracking immediately! Great! We found tracking to be a great asset in the open sea. Many times, we changed our minds on the course home, including a decision to switch from the Irish side (Tusker Rock) to the Welsh side (The Smalls) as our next waypoint after Long Ships, and also a course adjustment to avoid a trawler on converging course. ‘Tracking’ does not like to be overruled by +/- 10 degree autopilot adjustments, but I always managed to reinstall tracking after a short delay. I have to research the right way to make adjustments while in ‘tracking’ mode.

A SW following wind came in, we raised the sails, and motor-sailed North up the Irish Sea. Later, the apparent wind moved forward which rendered the sails ineffective, so we dropped them after The Smalls. We sailed all Sunday, Sunday night and Monday, deliberately changing course to pass within quarter mile from the new wind farm on the Arklow Banks and take a photo. We were very good company on board. We were always in good form, well rested and well fed, thanks mainly to a benign weather window for the entirety of the trip.

Skyler was very comfortable and inspired us with great confidence in our craft.

We tied up at berth M32 in Dun Laoghaire at approx 2000.

I am highly satisfied with the marriage of SeaPro on laptop, and the Raymarine radar plotter with autopilot. There will be no need for a Phase2 enhancement inside the pilothouse, of what is now on board. I learned so much during this trip.

Much thanks to Bernard Clack for advice on system set-up and for

SeaPro training, and from Aliona and I, to him and Vera for their support and warm company during our many visits to the Hamble. Much thanks to David Gerrard for his sensible and healthy scepticism of excessive reliance on electronic systems, and for his good company during a great delivery trip.

It was a very intensive and satisfying trip for me, because of the many new experiences, and the long build-up to the trip. I am still digesting all that happened.

HUGH LEVINS

Boat Insurance Group Scheme Proposal

Earlier this year it was suggested that the Association should investigate whether there would be benefits to members in having access to a group insurance scheme tailored to our needs. Richard Bartlett started the ball rolling by establishing contacts in some of the major insurers in this sector. I picked up the project as Richard was about to set off on an extended summer cruise aboard Karvinen.

All major insurers were contacted and all expressed a keen interest in offering a group scheme. As is the way with insurers, each one chose a different format, different policy scope and methodology to present their proposals - not to mention different methods of presenting the proposed costs of cover.

It took more time than expected to ensure we could compare "apples to apples" . Eventually enough information was obtained to allow comparisons to be made between the proposals. This exercise demonstrated there was little to choose between them overall some were better in some areas of cover but deficient in others while gross premiums were broadly comparable.

At the same time some "mystery shopping" was undertaken to assess whether the gross premiums and the discount proposed under each group scheme represented better value for money than an individual could do by approaching the same insurer direct.

The conclusion of the exercise is that there is no benefit at this time in setting up a group scheme for Nauticat Association members. In most cases gross premiums were lower on individual quotations than on group scheme proposals in some cases significantly lower. In every case individual quotations of net premiums, inclusive of premium tax, were lower than the group proposals for broadly the same cover.

The exercise has not been entirely without benefit to members. We now have a comprehensive breakdown of what is on offer by way of policy terms in the market at present. Recognising that each member will have different priorities, the table below sets out the best terms quoted under key headings.

Term of Policy/Service Provision	Best found from research – June November 2004
Claim Reporting	<i>24x7x365 claims reporting and action telephone line plus E mail access at any time for immediate response</i>
No claims bonus protection	<i>No claims bonus fully protected for all no fault claims otherwise protected while on a marina berth</i>
Excess waiver	<i>Excess waived if claim is in relation to a claim for an incident within a marina</i>
Personal Accident Cover	<i>Included at no charge for owner and guests</i>
Legal Protection cover	<i>Included at no charge</i>
Medical Expenses cover	<i>Included at no charge</i>
Survey Requirement	<i>Normal requirement is survey at 20 years then every seven years thereafter. Willing to discuss exceptions if vessel has always been in the UK and owned by proposer for at least five years.</i>
Machinery Damage Cover	<i>Automatically covered up to three years old then extension with additional premium. May require engine survey depending on age</i>
Geographic Coverage of vessel locations covered by standard premium	<i>All areas (taken from members declared vessel locations at June 2004) except USA and Carribear</i>

Normal Extent of cruising area covered by standard premium	<i>Inland and coastal waters of UK, Northern Ireland and Eire, Orkney and Shetland Islands, Elbe to La Rochelle (and south to Bordeaux between 1st May and 30th Sept.) Other areas may require additional premium</i>
Expenses incurred in minimising insurers loss in event of claim	<i>In event of loss all expenses including mitigation expenses are reimbursed.</i>
Tenders and outboards	<i>Included in premium for tenders up to £2000 and outboards up to 10hp</i>
Personal effects	<i>Included in premium up to 2% of hull value minimum £500</i>
Excess	<i>Generally between £150 and £500 but no excess if total loss. (eg if outboard stolen then total loss and no excess applied)</i>
Cover Limit	<i>Now required to be £3million third party indemnity (was £2 mill)</i>
Policy cover	<i>Agreed value basis</i>

The message is to shop around for what is important to you and compare not just premium cost but also what you get for your premium!

J Colvin Rae
19.11.04

Form E111 (European free medical assistance forms)

Mike Ward (Chatelaine) has sent us an interesting reminder. The existing form E111 expires on 31 December 2004 and a new form is now available that is valid for one year until 31 December 2005. An entirely new EEC plastic medical card will be automatically issued to holders of the revised E111 (2005) for use after 01 January 2006. www.dh.gov.uk and all Post Offices.

Technical Support

It's been a quiet Autumn in the boat yards and we suspect that most of the winter maintenance will start in the New Year. Ninety per cent of marine electronic sales occur between January and July which explains why members spent £1200 per week during the first three months of 2004. Our discount facilities work well and the Association has not received a single complaint of any description. We will continue to offer our members substantial savings on marine equipment during 2005.

A new UK member has purchased a 1989 NC33 in Singapore and plans to refit in the Far East before starting a cruise. We provided the technical backup before purchase and look forward to hearing more about this interesting project as it progresses.

We have long wondered why some boats have very leaky propeller shaft glands and others remain relatively dry. This occurs with new deliveries almost as often as with older boats. Standard neoprene rubber hose used for stern tubes is cut from a coil and the bend is greatest if it comes from the centre. If the hose is subsequently installed in a straight line, the natural bend exerts a constant pressure on the soft gland seal and wear always occurs in the same area as the gland nut is progressively tightened. If the natural bend is downwards, it adds to the weight of the bronze seal carrier (with greaser) and makes matters even worse! If by chance the bend is upwards the problem is much reduced. Good engineering practice dictates that special rubber tube that has been manufactured in straight lengths is used. See our Parts Suppliers List V.10.

Three items to report in this issue:

1) All post 1995 NCs with Yanmar engines and Centraflex propeller shaft couplings. The flexible coupling is connected to the gearbox flange via a spacer plate. This plate has aft facing recessed holes for the bolt heads connecting it to the coupling and forward facing studs connecting it to the gearbox flange. It is impossible to see the coupling

bolt heads when the spacer plate is bolted to the gearbox. A serious case has been reported where the coupling was slowly becoming detached from the gearbox because the recessed bolts were not installed with thread locking sealant. Symptoms: unusual vibration or visible gap between plate and coupling. Advise check as soon as possible.

2) All NCs with hydraulic steering. Steering lost due to separation of the hydraulic ram from the rudder stock plate. Caused by missing lock nut and bolt subsequently working loose to the point of separation. Advise check.

3) All NCs. Report on the advisability of flushing out the engine with fresh water before winter lay up. Push one end of a plastic tube into the sea water strainer outlet (cover and strainer removed - airtight fit round tube) and the other end into a bucket of fresh water being filled by a mains hose. Run the engine slowly and make sure that water comes out of the exhaust.

Wishing everyone a very Happy Christmas and a constant force 2-4 New Year.

Richard Bartlett

rgbartlett@aol.com

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

HAMBLE RIVER TO PUERTO ANDRAITX. **MAJORCA**

via the French Rivers and Canals

We took possession of our shiny new 331 "Mistress Mariner" on 29th May 2004 and enjoyed Clive's teach-in and getting to know a very different type of yacht. After our previous Feeling 1090 and Dehler 37 this was quite a culture shock and we just loved it! Bernard and Vera on Capricorn were ever helpful and the sun actually shone for our week's stay in Mercury.

We set off at 19.45 on 7th June with Jim Barnham, whose professional approach and experience was invaluable, and motored all the way arriving at Le Havre at 11.00 in glorious sunshine. I had previously arranged to have the mast removed and shipped by lorry down to the South of France. We met Maurice and Barbara Matthews on "Senitoa" on their way back from D Day Celebrations and Vilkas, an immaculate twenty-two year old 33.

We were joined in Le Havre by friends who had "declined" to cross the Channel with us. Having swotted up the Navicarte directions we knew that we had to make Rouen on one incoming tide as mooring is forbidden in the shipping lane. From Le Havre I had calculated it would be about 85 miles and I was very anxious not to be arriving at Rouen in the dark, bearing in mind that low tide was about 1500 hrs.

We set off from Le Havre at 10.30 and were very soon enveloped in a rain squall with very limited visibility and a very rough sea across the shallow Seine Estuary. Our guests were very sea sick and for some unaccountable reason the Sea Pro went on the blink. As a precaution I had plotted our course on paper charts and we found the all important Cardinals at the mouth of the Seine. Clive had told me of the beauty of the suspension bridge at Honfleur but we never saw it apart from a shadow as we passed below! With wind against tide

it was very uncomfortable but by late afternoon the sun came out, the water had calmed, the River Seine was beautiful and we zoomed on to Rouen to take the only remaining mooring in the Bras de Loup at 21.50. Hot showers brought our guests back to life and we stayed two days exploring the delights of Rouen.

The Seine remains tidal up to the first lock at Amfreville and was stunningly beautiful with towns like Andelys overlooked by Richard the Lionheart's ruined castle.

The locks on the Seine were huge and we certainly could have done with some advice on how to deal with the mooring and the rush of incoming water. "Mistress Mariner" was not fitted with a central cleat which would have been a great advantage but we did have rubbing boards and four large Avon inflatable fenders in addition to standard fenders. The only near disaster we had in 173 locks was just before Paris when a huge barge 200 feet long entered the lock after us, passed alongside but went full astern to stop about level with our bow. "Mistress Mariner" was lifted like a cork and slammed into the side wall bending the stainless steel bowsprit. This was the only damage in the whole trip but was very frightening at the time as our mooring ropes lifted off the bollard and we then careered over and banged into the other side of the lock.

Motoring through the centre of Paris was an amazing experience and we stayed for four nights in the Basin Arsenal right by La Bastille - central Paris accommodation for four at a total of £13 a night!

We had decided to take the eastern route via the River Marne and Canal de Marne. We could not resist staying a few nights in Epernay visiting the Champagne Caves and wonderful Restaurants. Motoring at 6 knots in the centre of the stream we hit a very solid object, the bow went right down and the boat virtually stopped but no contact with prop or rudder. It must have been a submerged tree trunk as it didn't touch the bow but only the keel. Valerie was catapulted forward and injured her leg but "Mistress Mariner" did not appear to be damaged -

amazing! Clive then told me about the Nauticat 7 knot rock test which we obviously passed.

The Canal de Marne was equally beautiful with little Restaurants that popped up in every village (4 courses for 18 euros). We left "Mistress Mariner" at Chaumont in the tender care of the lady Capitaine and returned to England for three weeks. It amazed us how few French pleasure boats there were, the majority being English or Dutch. There were still lots of commercial barges which have right of way at all times.

On our return on 19th July we continued south going through up to 20 locks a day accompanied by University students on motor bikes who worked the locks for us. At Langres we went through the Tunnel 7 km long single file into Canal de Saone and thereafter all the locks descended (easy-peasy!) At St Jean de Losne on the big River Saone we left "Mistress Mariner" again and returned to England from 28th July to 15th September. Our mooring fee for seven weeks was only £158 and for electricity £1.20.

The River Soane down to Lyons through the vineyards was probably the most stunning part of the whole trip. We caught up with Vilkas at Vallence where Louise and Thomas planned to spend the winter. We didn't moor in Lyons having been warned of vandalism but proceeded into the vast River Rhone with equally huge locks, the deepest being 23 meters (63 ft) at Bolline.

The final lock was at Port St Louis and we had arrived in the Mediterranean at last on 29th September 2004. The next day we found our mast at Port Napoleon, had the engine serviced (242 hours on the clock) filled up with white diesel and at first light set sail for Menorca. We had originally planned to coast hop all the way down to Barcelona but having endured the Mistral for five days near Avignon blowing a constant 85 kph gusting 125 kph we decided on a quick passage avoiding the Gulf de Lyon. We moored up at Cuidedela, 242 miles

having motored without any wind for 32 hours. From Menorca we had a lovely sail to Porto Cristo, Majorca, 108 miles and gently on round the south coast to Club de Vela, Puerto Andraitx.

We had covered 1,455 miles from Hamble through 173 locks. In advance we had told family and friends that this was our last big adventure, but now we can't wait for the next one in 2005. If anyone is contemplating this trip in 2005 we would be very happy to give you more details. Telephone 01926 632521.



Stephen and Valerie Evans

MAYDAY MAYDAY MAYDAY!

20th & 21st May

IPSWICH RALLY

and we might be sinking without support

Venue: At Ipswich Haven Marina with all the modern facilities and electricity to all berths and ample car parking. The Novotel is adjacent to the marina and offers comfortable accommodation for those arriving by road or rail. Special rates have been negotiated for berthing and rooms are £78 per couple for Bed and Breakfast.

Agenda:

- 1 Friday evening:** Welcome drinks on Landfall at 1800 hours before departing for supper at the Lord Nelson - a historic country pub in the centre of town – just a stroll from the dockside.
- 2 Saturday morning:** At around 10:00 a.m. a stroll to Christchurch Mansion and the Wolsey Art Gallery, with paintings by Constable and Gainsborough and a wealth of breathtaking treasures – splendid period room settings and ceramics. A guided tour has been arranged; the tour is about 1½ - 2 hours – then a meander back passing some splendid eateries for lunch or a wander around the shops on the way back to the marina.
- 3 Saturday evening:** Around 1800 hours drinks on Landfall, if weather permits, then dinner at “Mortimers” for a three-course dinner. The only restaurant in the Good Food Guide in Ipswich, Mortimers serves fresh fish from local sources. Crabs and lobsters from the Suffolk and Norfolk coast, and exotics like Snapper and Tuna come daily from London. Whilst losing none of their dedication to fish, Mortimers now offer several homemade vegetarian and meat dishes. A private function room has been reserved. It is about a 10 to 15 minute stroll round the marina.

For further information and booking reservations please contact Bob Higgins.

A booking form will be forwarded.

Tel: 01787 222 712 e-mail: Rjh27@aol.com

WELCOME TO NEW MEMBERS

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

David Babsky & Silke Ziehl

NAUTILIA

Edwin & Diane Buttfield

JOLANDA

Bill & Sue Colledge

AMBASSADOR

Keith & Maureen Stoodley
BLE

NICOLA OF HAM-

We extend greetings to all of you and are very happy to

Wanted

A Nauticat - please contact Ewart Walton

e-mail: cromarty36@aol.com

Tel/fax: +44 (0) 1934 712237

1 The Old School
Cheddar Road
Wedmore
Somerset
BS28 4EP

Message from your Editor.

Deadline for next issue is 5th March 2005.

Copy can be sent by e-mail or to:

44 Hill Avenue, Hazlemere, Bucks HP15 7JU.

Photographs, including digital, very welcome



Nauticat Association Laying-up Supper

Quarterdeck Restaurant, The Spinnaker, Hamble, Hants.

30th October, 2004.

The Nauticat Association's Annual Laying-up Dinner took place this year at the Spinnaker, Hamble. Forty one members, including the owners of six newly joined boats, got together for another evening of fun and frolic in what has now become a Nauticat tradition. Unfortunately our Technical wizard, Richard Bartlett and his wife Anne were not able to be with us at short notice due to the necessity of being down in the West Country with Karvinen while she was being lifted out early on Sunday morning. Sadly the nightmarish weather we had been having during the previous week had caused all sorts of problems with their previous plans, but we can only say that we missed them greatly.

However as one door closes another one opens, as they say. Earlier in the day, Bernard Clack had met a delightful couple called Bill and Sue Colledge, who had just completed the purchase of the Nauticat 42, Ambassador. He told them about the party, and suggested that they might like to go up to the Spinnaker for a drink and meet some of the members. As luck would have it, having the couple of spaces we were able to invite them to join us for the dinner. They joined the Association on the spot and duly joined in the fun, and it was lovely that they were able to do so.

Members started to gather for drinks at 6.p.m., and gradually the noise levels started to increase as more and more new arrivals joined the throng. It was a very interesting mixture of old friends and new faces, but in no time at all they all seemed like old friends. At around a quarter to eight we all sat down to a very good meal, with plenty of wine, and judging by the chatter and laughter level, a good time was had by all. It was quite late by the time we all finally dispersed to go our separate ways.

During the evening our chairman, Stewart, announced the date and venue of the 2005 AGM and Colvin, our South Coast Secretary was able to give us a few hints as to the goodies in store for those who

are able to attend the South Coast Rally. Stewart presented Colvin with a small token of the Association's appreciation of his efforts in organising such a successful dinner, and mention should also go to Stewart, who undertook a certain amount of the administration while Colvin was away.

Sophie Turnbull



Classified

NAUTICAT 331 - "AYJAY II"



£155,000

An immaculately maintained 331, launched in December 1998, AYJAY II was fully refurbished in 2002 for the London Boat Show.

The interior live aboard layout provides two very comfortable double cabins with larger than normal berths, a light and open galley and a pilothouse with clear all round visibility has a table to seat six and a comfortable inside steering position.

A generous toilet compartment and large separate shower adds to the comfort on board.

The extensive inventory includes full instrumentation both in the cockpit and the inside steering position and connections for a laptop PC to operate navigation software including Seapro.

Furling genoa and fully battened main with lazy jacks facilitate sail handling.

AyJay II is berthed in Port Solent Marina Portsmouth Harbour

For detailed specification or to view contact :

Colvin Rae - Telephone: 07811 217 633

- E mail: colvinrae@aol.com

Classified

Nauticat 33 Mk I 1973 Pelagos

Part 1 Registered
Hull Number 132

A fine example of a Nauticat 33

Six berths in three cabins, central heating, hot water, refrigerator.

Roller reefing headsail. Inmast reefing on main and mizzen by Z spars. Masts sails all rigging (Standing & running) new in 1999. Stern cabin fully rebuilt and decks recaulked by professional shipwright 2001 with many other updates since, including tailor made winter cover. The original sliding roof hatch has been replaced by two Gebo hatches. Door locks replaced with Schwepper locks in 2003. Dunlopillow bunk cushions in the stern cabin.

Engine: Perkins 72hp

Engine fuel system renewed including two engine bay fire extinguishers. Four batteries (3 domestic + 1 engine) Adverc battery management. New electric breaker switch panel New prop shaft and cutlass bearing with rope cutter fitted to prop shaft. Shore power. Calorifier & gas water heater.

Raytheon R10X Radar.

Garmin 120XL GPS.

Stowe Instruments.

Navtex. VHF.

Price £45,000

Lying: Torpoint Cornwall

Contact: Wally Scrimshaw
01752 812332



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

Email – alan@langmeadAL6.freemove.co.uk

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 £65,000

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

NAUTICAT 38 1980 SUPERSTORE 1



Newly upholstered teak interior with accommodation for 6 in three cabins including lower saloon; well equipped galley and 2 heads compartments.

Rolling furling genoa / staysail and in-mast furling mainsail; Bow thruster; Radar; GPS (2); Autopilot; VHF Radio; Navtex; Wind Instruments; 6 Man Life raft; Cabin Heating; Electric Anchor Windless; Tender and O/B Motor; 90 HP Ford Lehman Engine. Well equipped example of these renown motor sailors

£75,000 o.n.o (Ex VAT) Lying Guernsey

Contact: cjn@care4free.net

Tel: 01481 263 269

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. £80,000 VAT paid.

Contact Peter & Jo Jackett on 07711 413990

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 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

AGM

Weekend 18th 19th & 20th February 2005

Novotel Bristol Centre
Victoria Street
Bristol

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