

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Honfleur in Ipswich



Nauticat Association Newsletter

Issue Number 36

Summer 2005

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. 36 Summer 2005

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Chairman's Notes

As I sit down to write these notes, we are approaching Mid-Summers Day, and we are just about nearing the height of the holiday season. I expect a number of you are out and about on your Nauticats and we wish you all the best, with good weather, full sails and flat seas.

I hope that you will bear with me as I return in more detail to a subject I touched on in my notes in the last Cat-a-Log. I would like to deal particularly with the matter of the marvelous trade offers Richard (our Technical Secretary, for the new members who haven't met him) negotiates on our behalf. I have heard whispers of what I consider to be completely unjustified criticisms of Richard caused, I believe, by some misunderstandings of the way the system works. Richard, who is one of the Association's greatest assets, negotiates these special deals with suppliers on our behalf – the deal is valid at the time of the offer and not for months and months – so if you see an offer you would like to take advantage of, please act at once. You should also be aware that Richard has no control over deliveries. These are entirely in the hands of the suppliers and **there is nothing that Richard can do to speed matters up**. It is important that all members realise that he is not in any way responsible for any hold-ups in deliveries, so any criticisms directed towards him are both unwarranted and unfair. Sadly, suppliers are not charities – they are supplying these orders for purely commercial reasons. As the orders are usually for very reasonable prices, one would guess they are not at the top of the priority list for delivery, and the suppliers are in a position to 'call the shots'. However I did feel it was important to make sure you know where the responsibility lies.

The other matter I would like to bring to your attention is that Richard, like all the Officers of the Association, derives absolutely no pecuniary advantage from his activities. All committee



members receive basic expenses for stationery and phone calls, or at least are able to claim, but no travel expenses are paid as we do not feel this is a fit use for membership fees. When Sophie and I travel to the Celtic Rally in Northern Ireland, we are flying out at our own expense. It is also the reason why the Association bank account remains with Lloyds TSB. It might technically be possible to get a better interest rate elsewhere – the subject has been raised in the past at the AGM - but we are in favour of maintaining the status quo for this reason. Sally and Sophie (our Treasurer and Secretary) both do the banking for the Association in their own time and at their own expense. Since there is a branch of the bank in our village, the extra expense is negligible as Sophie would be going there anyway, but if the account were to be moved, it would bring extra burdens in time and expense to people who give so much of their time on the Association's behalf. I should also pay a tribute to Robin, our Editor, who also gives his time so freely and willingly – we know how much time the Cat-a-Log takes having edited it ourselves – as well as the three Rally Secretaries who do a wonderful job for the love of it and the benefit of our members. I am sorry if I sound 'preachy' about all of this, but I feel it is important that members should understand some of these things so they do not assume that Committee members are responsible for some situations over which they have no control.

I am not going to cover the East Coast Rally up at Ipswich, as Sophie assures me she is doing this in her Scribblings. I would just like to express grateful thanks to Bob and Yvonne Higgins for the wonderful job they did with the organisation.

At this time we are looking forward to the Celtic Rally at the end of June and the South Coast Rally in mid-July, and will be able to report further in the next edition of the Cat-a-Log. Meanwhile, many grateful thanks to Patricia Low and Colvin Rae for all they have done in the organisation of their respective events, and we look forward to seeing them soon, along with many members, including some of our very new members who will be especially welcome.

All the best, Stewart.

Sophie's Scribblings

Hi folks,

Time to put pen to paper for the Summer edition – doesn't time fly? I find the older I get, the faster it goes.

The highlight since the last edition was the East Coast Rally at Ipswich Marina on the third weekend in May. Bob and Yvonne Higgins did a wonderful job with the organisation and it was very well attended. The first get-together was drinks on board Landfall on Friday evening, followed by dinner at the Lord Nelson, a historic country pub in the centre of the town. On Saturday morning, the majority of members enjoyed an outing to Christchurch Mansion and the Wolsey Art Gallery. In the evening we were once again generously entertained aboard Landfall before a stroll round to Mortimer's, which is the only restaurant in Ipswich in the Good Food Guide, where we enjoyed an absolutely superlative meal.

We are lucky in still having so much to look forward to. The Celtic Rally takes place at the end of this month, over in Bangor Marina, in Southern Ireland. I have never been to Ireland and am really looking forward to it, as well as the chance to meet new members or members we don't see very much of because of the distance between us.

Our next excitement will be the South Coast Rally at Portsmouth in mid-July. Colvin has arranged wonderful evening meals for us on Tuesday and Wednesday as well as a visit to the Queen's Harbourmaster's control room in RN Dockyard, Portsmouth. This promises to be a unique experience and we are both looking forward to it immensely. **Please remember that you must have photo-identity (driving licence or passport) with you at all times on this visit, for security reasons.** It would be truly heartbreaking if any of our members were to be denied admission because they forgot this!!

We are going to be welcoming some brand new members as well as lots of old friends, and we are really looking forward to seeing you all.

Love to you all, and see you soon.

Sophie.



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

Ian & Anne Black
Dave & Jenny Dedman
Brian & Linda Holden
Tony & Sue Poole
Bernard Simpson
Peter & Jackson Stableford
Thomas & Susan Tiedemann
Rhys & Mary Williams

**OTAVA
PURE BLUE
SANTELMO
ROWLEY
BEST IN SHOW
FAIRWINDS
VEGA
GOOSE**

We also extend a very warm welcome to Simon and Clare Kearns who take delivery of their brand new N351 in March 2006. How exciting is that!!!

Old Possum's Adventure

Wednesday the 18th May 'Old Possum', my live aboard N.33, and I left Haslar Marina, Gosport, for the East Coast Nauticat Rally being held at Ipswich. Preparation had been eagerly attended to for what was to be a three day trip to get there and although I was aware of the Spring Tides for the return trip I would consider that situation later.



My first port of call was to be Eastbourne, 60 miles to the east; forecast was wind southerly force 3 and possibly drizzly rain toward evening. Unfortunately the favourable tide through the Looe Channel, south of Selsey Bill, did not start until 13.30, this was a late start but never the less a good start, so with all sail already set I came through the Looe

Channel at 13.30 heading east and by 17.30 was 15 miles from the infamous Beach Head i.e. where many a person would leap off in their suicide attempt. By now the wind was more S.E. and lighter, so I lowered the mainsail and started the engine in order to keep up the speed, otherwise it would mean approaching Eastbourne in the dark, which I would rather avoid. At 20.00 Beachy Head lighthouse was abeam, at 21.00 entered the 24 hour two way locking system for Sovereign Harbour, Eastbourne where I received excellent guidance by VHF from the Harbour Authorities and found my allocated pontoon. I made 'Old Possum' fast, had a meal on board then retired to make an early start for Ramsgate.

Thursday in order to have favourable tides for my next 60 miles I entered the outgoing lock at 05.20, exited at 05.30 and with a forecast for a light SW wind and fog patches ran under engine on a moderate number of revs, so with a good tide maintained a steady 7.9

knots over the ground. By 07.15 there seemed to be quite a swell all around plus a little mist, but all was well although there were plenty of lobster pot markings to dodge. 09.45 rounded Dungeness, a forlorn headland indeed with massive power-house buildings almost to the edge. By 11.15 the wind was round on my quarter so I hoisted the mizzen sail hoping to ease the rolling due to the heavy swell. At 12.30 with Dover abeam I let the Dover Harbour Master know I was passing through on passage to Ramsgate, which he appreciated. During that short exchange I was caught off balance by the excessive rolling, he realized my predicament and showed concern by asking was I alright. I answered stating, it was rather 'Rolly' out here at the moment but I was perfectly alright. At 16.00 hrs, 3 miles west of Ramsgate Harbour in drizzle and rain, I made my request for a berth and entered the visitors part of the Harbour at 16.20, found my allotted pontoon and once again made fast and tidied up.

Friday forecast was wind SW 5-7 not too good but I was so fairly near to my destination so at 07.15 left Ramsgate for Harwich and Ipswich 50 miles away. The previous evening I had set my courses to cross the Thames Estuary so once outside the Harbour where conditions didn't seem to bad, a bit swelly with wind NW 4, I set just the Genoa and Mizzen as my first course was north. It was to be quite a zig-zag course to reach Harwich owing to the many large sandbanks within the Thames Estuary. A fascinating feat of buoy watching, course watching, tide times and directions; sailing and motor sailing ensued the crossing with the condition of sea and wind better than I anticipated when hearing the forecast; an exhilarating crossing however. At 15.00 reached one of the buoys marking the entrance to Harwich, it was now the case of follow the channel to Ipswich.

The River Orwell to Ipswich is about 7 miles so with steady motoring and reveling in an area I frequented in the 1950's, I arrived at the lock into Ipswich Harbour Haven Marina, and with Bob's help found my berth. Once again I made fast and tidied up.

Then of course it was meeting the Nauticat owners I knew, and getting to know those I had not met before. We all met at an old public house called Lord Nelson and enjoyed good food, wine and company.

Saturday morning Bob had organised a tour of a very old and lovely house known as Christchurch Mansion with the evening meal at Mortimer's, which is a well patronized restaurant of Ipswich. Another delightful meal and wine all flavoured with a little light entertainment by yours truly!

Sunday was departure time for some though not a good weather forecast, in fact very strong winds were forecast for the next two or three days, so with strong winds and spring tides a delay was inevitable. I was highly pleased to enjoy an evening meal with Bob and Yvonne aboard Landfall, followed by another very nice evening meal at the home of Peter and Marjorie of Honfleur.

Monday, Tuesday and Wednesday I enjoyed the surroundings of Ipswich.

Thursday morning with tides easing and forecast good decided to leave for Ramsgate. Departed the Marina at 09.30, by 11.15 I finally reached the outer reaches of Harwich and made my departure from the Landguard Pillar buoy heading due south for the first of the main buoys to once again cross the Thames Estuary. Owing to the awkward head wind I motored on with conditions all around fairly good. By 18.00, having traversed the various channels, North Foreland was on my starboard bow with Ramsgate just around this particular corner of Kent. The sea was much more choppy here with many a sea being uninvited on board. At 19.20, on approaching Ramsgate Harbour I contacted the H.M. who told me I might find a berth somewhere on the visitors side. Although the visitor's berths looked almost full, I went to the end of one fairway between berths – nothing, so had to reverse 70 meters in order to go down the next fairway where there was an

empty small berth at the end. At 20.15 I was settled at my pontoon, tidied up, meal and bed.

Friday forecast, very warm, little wind so at 07.00 leave Ramsgate for Eastbourne under engine in a flat calm sea. 10.15 a light breeze on my port quarter, hoisted the Genoa but after 2 hours the breeze disappeared. Lowered Genoa at 11.45, rounded Dungeness under a very hot sun indeed. 16.30 entered the lock at Eastbourne, went to my appointed berth and once again settled down.

Saturday forecast very strong SW winds, 6-7 and 8 in the Dover Straits, decided to stay in Harbour

Sunday forecast, variable SW winds 2-3. Left Eastbourne Marina via lock at 08.45 under engine heading for Beachy Head and Gosport, very little wind, a grey sky with not to high a temperature but plenty of lobster pot markings to look out for. 16.30 a wonderfully favourable tide takes me through the Looe Channel and with my angle of approach towards Portsmouth and a reasonable breeze made it tempting to hoist the sails. Progress would be rather slower making for a late arrival so I persevered with the engine and entered Portsmouth Harbour at 18.30.

At nearly 83 the effort I made and the enjoyment I had was all worth while in order to attend a wonderful Nauticat East Coast Rally.



Maurice Owens

Technical Support

Since the last issue we have covered a traditionally busy maintenance period without any really serious problems. Mick Ward (NC38 Chatelaine) has fitted a prototype solid-state switch to his NECO autopilot and has reported that it has functioned perfectly between Sardinia and Sicily. Two similar autopilots have been upgraded with new computers driving the original motors and the results are very satisfactory, however a boat with an old Sharp system required a complete refit. Three NC33s have fitted Halyard Maritex engine soundproofing and initial reports are encouraging.

The refit of the NC33 in the Far East seems to be progressing well after being moved from Singapore to a Malaysian yard. We continue to provide technical support for this project and wish the owner a safe onward cruise to the Philippines.

Following a rather unsatisfactory series of repairs to a gearbox on a late model NC44 the owner asked us for advice on how to proceed with the problem. The Association approached the UK Distributors (Barrus) and, following consultation between all the parties involved, it is now thought that the screech noise produced when engaging forward/reverse gear is caused by too high engine idle speed combined with the drag of a large stationary prop. This gearbox has been removed several times without the manufacturer's authorised agent spotting the probable cause of the noise!

Six hydraulic steering rams have been fitted with new seals by the SeaStar/Capilano/Teleflex agent in Lymington. However two rams fitted to a NC43 were repaired by a local hydraulics firm using non-genuine parts that resulted in both items being removed a second time. The correct seals cost about £50 a pack and can easily be fitted by a competent DIY mechanic with a 'c' spanner. Whoever does the job should fit pipe blanks so as to avoid an oily mess in the aft cabin area.

The engine sound insulation project involving three boats has been completed. It was decided that Halyard Maritex was the most suitable product (32mm for the engine case and 45mm under floor). Fortunately we were allowed to purchase larger sheets at trade prices and collect them either from Salisbury or from the factory near Ipswich. Total material cost varied between £90 (engine only) and £250 (engine plus under floor). Siltala have done a lot of research in this area and their newer boats seem really quiet in comparison with the older models. We will file a further report on this subject after the trial boats have been away on their summer cruise.

Leaking fuel tanks are back in the news. Our President, Ray Dennett, has sent us a diagram showing how to remove the old tanks in an NC33 without destroying too much of the pilothouse floor. Once a leak at the base of the tank has started there is no alternative but to fit a replacement – preferably both tanks if they are more than twenty years old. The tanks are held in place by steel fixing lugs at the rear which are bonded onto the side of the hull. Once cut free the tank has to be lifted over a lower sill and pulled forward. Stainless steel replacements are not recommended as it is impossible to prevent corrosion developing between the sheet metal and the welding material.

Finally, there seems to be some confusion in the trade over the installation of DSC radios. Following receipt of an automatic DSC Mayday, the position information is sent to a pin connector on the rear of the set – this is a European certification requirement. All modern plotters (and laptops) will produce a DCS ‘pop up’ information window and ‘auto plot’ the distress position provided they have been correctly connected to the radio. Rather helpful if you’re the person in distress!

Have a great summer cruise and look forward to hearing from you again.

Richard Bartlett (Technical Support)

Nauticat 38 Modifications to Exhaust

Many owners of early Nauticats experience problems with water entering the engine while sailing causing hydraulic lock in the back one or two cylinders. Mostly the tough old Ford revives when the water is removed even if attempts have been made to start it. I had to cure this problem on dear old Sea Forge our previous 1975 33' but thought that as our 1980 38' had a water trap it would be o.k.

One rough passage past Ushant on the Starboard tack proved me wrong. As we sailed into the Brest Estuary Sue said "humour me and start the engine early". I did, it didn't! Anchoring under sail I usually reserve for more 'handy' vessels than a Nauticat, fortunately Neptune had had his laugh for the day and let us get away with it this time.

The danger of this happening on a 38' is particularly the starboard tack as the engine manifold and water trap become lower than the exhaust, which can then dump its contents and any other extra water that can get in through the very low exhaust exit into the engine.

To cure this I took a loop of exhaust pipe to deck level. To achieve this I took the flexible pipe off the exit skin fitting, and joined an extra 2 metres of flexible exhaust pipe to it. I then took this in a big loop towards the port side up under the deck (you have to cut through the locker, if you have one there) and then down to a new skin fitting (90 degree elbow) about 12" higher than the old one and well towards the centre line of the boat. I also added an exhaust flap to make doubly sure.

Before I made this modification I talked to several engine suppliers. They all said that the original exhaust diameter was on the small side and to be careful about making this worse by adding to the back pressure but I could see no alternative.

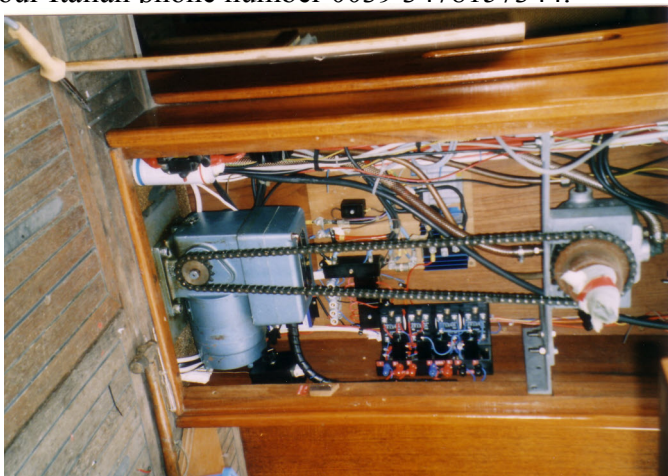
To remove and glass in the hole from the old skin fitting is a big and difficult job. As with Sea Forge I filled the skin fitting with epoxy and overlapped the outside with stiff epoxy putty. On the inside I

again filled the hole and then fibre glassed over the whole fitting to the hull. Several surveyors have looked at both boats since and have not made any adverse comments.

Our next concern was how much water was left trapped in the exhaust? Could it defeat the water trap? We (Ray and Jan Dennett were contributing by then) ran the engine several times and afterwards drained the water from the trap and measured it. It seemed that it would be over ½ full, which I think would have been o.k. However, I then made a further modification which was to remove the drain plug from the water trap and fit an off the shelf ball valve (same thread). With the addition of a piece of stiff wire I can now dump the contents of the trap into the bilge when sailing in rough weather.

All the bits required can be obtained from ASAP supplies: www.asap-supplies.com or Telephone 0845 1300 870.

I will be glad to answer any questions anyone may have. We go back to Sardinia on 4th May for 2 months to pick Chatelaine up and cruise over to Sicily with a view to getting over to Corfu/Preveza by the beginning of July, but can be contacted by e-mail on chatelaine60@hotmail.com. (We aim to check the e-mail at least once a week but you could text our mobile to warn us to check it), or any urgent query to our Italian phone number 0039 3478157344.



Mike Ward
18 April 2005

The East Coast Rally

Our luck held out as usual for this years rally; except it was showery, but all our events were dry – not the drinks, but the weather.



We had two members' trips that are worthy of note: 'Maisie's Mum' (Stephen and Julie Wylde) that sailed down from the Humber to Lowestoft with 5 and sixes on the nose, and put into Lowestoft after a 100 miles of punishment, then got a train down to attend our event. Then there was Maurice Owens trip from Gosport to Ipswich on his own,

not even a cat for company! The first leg was to East Bourne then Ramsgate then across the Thames Estuary to Harwich in winds of up to sixes most of the way, we thought he deserved the V.C., but he said that he already had an OBE (over bloody eighty). Colvin came round from the South Coast a few rallies ago in his new 331. I think he was the first to my knowledge, but Maurice inspires us all, single handed in those sort of winds and conditions is something else.

The Host boats on both nights were 'Landfall' and 'Tenar' (Rod and Julia Usher) who kindly offered to help.

Friday evening 27 of us sat down at the Lord Nelson for a very enjoyable meal. Richard and Anne Bartlett were able to come along, just for the Friday and their effort to come all that way was really appreciated. The other long distance attendees were Peter and Betty Stubbs, Ray and Maureen Grimwood, Peter and Jo Jacket and, of course, our Chairman and Secretary, whose help and assistance is essential - what would we do without them.

On the Saturday morning, we had a stroll to Christchurch Park to visit the Christchurch Mansion there, some very interesting facts of history came to light, there were pictures by Constable, Gainsborough and other lesser known local artists and furniture and china set out in period rooms. Our guide was also very keen to show us the other historical houses on our way back to the marina – a very knowledgeable lady.

Saturday evening was again drinks and bits on ‘Landfall’ and ‘Tenar’, followed by a very excellent meal at Mortimer’s, a fine fish restaurant, 26 members attended and Maurice entertained us with his monologue; a few words from Stewart and a bottle of wine was presented to Maurice for this efforts in attending our rally. We had in all seven boats attending –they were: Honfleur, Landfall, Lewarne, Old Possum, Sirena, TC2, and Tenar. Maisie’s Mum, was here in spirit with her owners (Stephen and Julie Wylde).

My thanks to everyone for all the help and attending – and hope even more next May.



Rally Snaps



Boaty Bits For Sale

Neco Autopilot

A Completely functioning Neco Autoilot for a Nauticat 33

Alan Brown (*Dolcia*)
01202 680014

The section above - Boaty Bits For Sale - will be run in every edition. Anyone wishing to advertise their extra bits and pieces should send the details to me, the Editor, I will run the items for two editions unless sold.

Message from your Editor.

Deadline for next issue is 5th September 2005.
Copy can be sent by e-mail or to:
44 Hill Avenue, Hazlemere, Bucks HP15 7JU.
Photographs, including digital, very welcome



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

Wanted

Share Nauticat 331

“Serendipity” - Hull 1228

We bought Serendipity to take it to the Mediterranean and keep it there for a few years but have got no further than the Morbihan on the North Biscay coast, so at the moment I am planning to bring it back to the Solent in July.

The best way to complete the original plan seems to be to find one or two like minded people or couples who would buy a share in the boat and help sail it round Spain in stages, over one or two years. It could then be moved around by agreement between the syndicate members.

Serendipity was delivered in 2003 and is the live-aboard, long keel version with a 75 hp Yanmar engine, furling main and genoa.

The inventory includes a cruising chute, bow-thruster, electric windlass, life raft, dinghy with outboard, Sea-Pro navigation, radar and a full range of domestic equipment.

Further information from

Dermot Driscoll

01798 861216

Email: Dermot@granbyhunter.co.uk

Fishing Boat

'My young nephew wishes to buy his first 14'+ fishing boat and good reliable 10 to 15 HP longshaft outboard. Can anyone help?

Richard Bartlett rgbartlett@aol.com 01395 232789'

Classified

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

Wanted

Nauticat 42 - please contact Ewart Walton

e-mail: cromarty36@aol.com

Tel/fax: +44 (0) 1934 712237

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 sailers

£75,000 o.n.o (Ex VAT) Lying Guernsey

Contact: cjn@care4free.net

Tel: 01481 263 269

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

South Coast Rally Portsmouth

12th & 13th July 2005

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