

CAT - A - LOG

**A QUARTERLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Nell - a NC38 cruising at 7.5 Knots off Rame Head



Nauticat Association Newsletter

Issue Number 40

Summer 2006

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. 40 Summer 2006

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Chairman's Notes

We are well into the sailing season now and in the middle of a spell of absolutely wonderful weather, which we are thoroughly enjoying at present. It is nice to be hearing about those members who are setting off on their extended cruises and we wish them a wonderful summer.

Sophie and I travelled up to Ipswich, sadly only for the second day due to a medical appointment, for the East Coast Rally. Although our stay was short, we had a wonderful time, meeting up with old and new friends. It was particularly good to see Colin and Vicky Lister again after such a while, and the hospitality on their beautiful boat to us, as well as so many other members, was exceptionally generous. The only thing which was a bit sad was the absence of Honfleur, due to a poorly propellor, but Peter and Marjorie were in good form and it is nice for us to know that she found such a good home where she is still greatly loved. We had a super weekend, thanks once again to the efforts of Bob Higgins. We very much know how much time and trouble goes into the organising of these Rallies by both himself and Yvonne, and would like them to know how very much they are appreciated. Bless you both!

Your committee are all continuing their great efforts on your behalf, and Annemarie seems to be settling well into the post of Secretary. We know that Jan and Sophie have both been hard acts to follow, so we wish her all the best and know that she will carry on the good work. Everyone else continues in post, looking after your concerns in their various ways, and we know all you members will want us to express on your behalf how much we appreciate them.

By the time you read this Sophie and I, along with Maurice Owens and Alan and June Langmead will have flown across to Northern Ireland to join the



Celtic Rally at Carrickfergus, in order to enjoy the hospitality of our friends across the water. With a visit to the Bushmills Distillery among the other delights, it promises to be a wonderful visit. There will be plenty about this in the next issue to tell members who are unable to attend exactly what they missed.

Almost as soon as we have got back from this trip and Sophie has caught up with the washing, it will be time for the South Coast Rally in Gosport, at the end of the month. Once again we look forward to meeting up with friends old and new at what promises to be a most intriguing and enjoyable rally.

Wishing you all full sails and flat seas.

All the best,

Stewart.



*Mike and Helen Fraser Hopewell's yacht Unda at anchor in
Cala Colabra*

The Top 100

Yachting Monthly published a supplement to its monthly magazine naming the top hundred sailing yachts. Well I thought, there is no way the Nauticat 331 will be included, it's a motor sailor. So imagine my pleasure and surprise when at number forty nine there is a Nauticat 331 and not any old 331 but mine, Oísin. I am of course assuming they are including all 33's and 331's in this position and not just Oísin.




51 Hallberg-Rassy 36: Another design that should serve as an example for all the models produced by this Swedish company. It typifies its style of high quality, tough offshore cruisers that look after their crew in any conditions. **50 Sadler 25:** Renowned for its big-boat seakeeping, the David Sadler-designed Sadler 25 evolved into the even better Sadler 26 and is one of the best small cruisers for rugged offshore sailing. **49 Nauticat 33:** The extraordinary and enduring popularity of this sit-up-and-beg motorsailer is due to her exceptional build quality and country cottage-style interior. Designed in 1977 she is still being built in much modified form.

Ed





I know you can sell anything on ebay but I've just spotted an old NC38 being sold on the American ebay, I thought it might make an interesting topic to put in the Cat-a-Log.

It's a 1973 NC 38 at present only \$15,000. The article in the last edition of our mag about importing from the USA made me think it might be of interest. It's here: [http://cgi.ebay.com/ebaymotors/1973-Nauticat-38-Ketch-Rigged-Pilothouse Motorsailer](http://cgi.ebay.com/ebaymotors/1973-Nauticat-38-Ketch-Rigged-Pilothouse-Motorsailer)

 **1973 1973 Nauticat 38 Ketch Rigged Pilothouse Motorsailer** Item number: 4629413702

Bidder or seller of this item? [Sign in](#) for your status



 [Supersize](#)

Current bid: **US \$15,101.00** Place Bid >

End time: **Apr-15-06 00:00:00 PDT** (4 days 10 hours)

Shipping: Buyer responsible for vehicle pick-up or shipping. [Vehicle shipping quote is available.](#)

Sells to: Worldwide

Item location: oklahoma city, OK, United States

History: [12 bids](#)

High bidder: [65jds](#) ([17](#) ★)

You can also: [Watch this item](#)
[Email to a friend](#)

Listing and payment details: [Show](#)

David & June Beckett

Every Port in a Storm

June and I decided to attend the East Coast Rally in “Gentrice” our Nauticat 38, sailing from Yarmouth, Isle of Wight with Mick Aves as company and to give us a helping hand. We met up with Maurice and Barbara Matthews in Senitoo, together with his extra crew at Portsmouth. We had a fairly uneventful trip to Harwich, only stopping at Eastbourne Marina overnight. On Thursday we were able to sail up the River Orwell with winds gusting around 30 knots at times. June, who stayed below, expected a pleasant river trip, but wasn’t impressed with dodging crockery, drawers, books and the toaster flying around the cabin. Nevertheless, we managed to tie up in the marina, ably assisted by other Nauticat members.

After two excellent days in Ipswich, Mick and I decided to leave on Sunday at about 10.30 a.m. along with Senitoo. June had previously arranged to go home by road in company with Stephanie and Clive Cole; a wise decision as it turned out.

The weather forecast was for gales on Monday, so we decided to make for Ramsgate as our first stop. The run down the river was fine, but the estuary was becoming very choppy and we arrived at Ramsgate in a heavy force 6, closely followed by Senitoo. Monday dawned with a Force 7 and we decided to remain in port to wait for a window in the line of “Lows” coming in from the West.

Tuesday morning looked promising and although the forecast was for 6 maybe 7 later, we decided to make for Eastbourne. Senitoo decided to remain in Ramsgate. We enjoyed a brisk motor-sail and reasonable seas, which began to deteriorate on the approach to the marina, with winds gusting to Force 7. Wednesday dawned calm enough, and although gale Force 8 was forecast later, we made a decision to take advantage of this apparent window and make a quick dash to Brighton which was about five hours away.

After rounding Beachy Head we had very heavy seas being wind over tide, but we were keeping up a steady 6 -7 knots o.t.g.

After passing Newhaven, the wind speed starting gusting to 40 knots and the waves were about 4 meters high. I throttled back to 1400 revs and maintained 4-5 knots o.t.g. Gentrice was starting to corkscrew and every now and again her bow would dive into a wave and a wall of water would crash against the windscreens and engulf the pilot house. It was like looking out from behind a waterfall, and it was one of these waves that dislodged the life-raft resulting in Mick going out on deck to re-secure it – I said he was a hero!



I now also know that when the pilot house is covered in water, the sliding doors leak profusely. My left side was totally soaked to the skin. Gentrice appeared to ride the waves quite well going into the troughs and cutting through the peaks, until the BIG ONE. I saw it coming. It seemed that every sixth or seventh wave was larger than the rest but this one was bigger. Gentrice rode up the wave OK, but I couldn't see the trough! The hull must have all but left the water. When she met the trough there was the loudest bang since Hiroshima and Gentrice shuddered like I've never experienced before. The shock was such that the forward shower tiles were dislodged from the floor by the impact and the large mirror was wrenched from the wall.

At about this time we heard the Dover Coastguard on VHF 16 calling “Yacht in the vicinity of St.Dunstans proceeding West, are you receiving?” We concluded that it had to be us. He told us that a member of the public had dialled 999 because she had seen a yacht in distress. We replied that we were OK and making for Brighton Marina.

I have never been to Brighton Marina by sea, but I remember reading somewhere that the entrance is dangerous in high winds and will shoal on the East side in gales, the seas becoming very confused. I thought – so what’s the bad news! We saw the seas breaking easily over the harbour walls and steering into that entrance was akin to trying to hit a swinging pendulum with a dart. Gentrice was zig-zagging and corkscrewing and I was thinking what if the engine failed, or what if the hydraulic steering failed – no, I must be positive – Christ, what if they BOTH FAILED! Suddenly we were in! Then God put us on the perfect mooring – very quickly.

I phoned June to tell her that we had reached Brighton and she informed me that the television weather forecast for the following day (Thursday) was a great improvement and would be sunny and dry. We decided to go for it and left at 08.15 on Thursday with moderate seas and when we reached the Nab we had blue skies and smooth seas. To our delight we saw Old Possum out for a sail and exchanged greetings. We reached Yarmouth at 15.15. After mooring successfully I gave a huge sigh of relief, reminding me of how Frodo Baggins must have felt on returning to Bag End after his trials and tribulations in trying to destroy the Ring on Mount Doom at Mordor. It’s true, the crew will surrender before the Nauticat – I felt a very happy Hobbit indeed.

Alan Langmead.



The above two pictures may be of interest, Nell's boarding ladder, we call it the 'Doggy Ladder' how else could you get two twelve stone Newfoundland dogs on board.

David & June Beckett

Ipswich Rally 2006

I suppose it had to happen that one year we would be unfortunate with the weather, but as it happened we were lucky! It was dry for the



drinks on the Friday evening on “Rapport” and “Tringa”. It stayed dry for the stroll round to the Bistro on the Quay and on the Saturday, it was still dry for the very interesting guided walk around the old part of the docks and its vicinity. Later walking round to the

Lord Nelson for dinner,

there were only a few spits and spots – so we were lucky after all and no need to postpone next years rally to August – unless Maurice and Barbara would like to, after their rough return trip to Portsmouth.



On the Friday after drinks on the host boats, we walked round to the Bistro: a slightly longer walk than usual due to the demolition of the old mill opposite, which looked like a WW2 bomb site. The menu was excellent and June and Alan kindly did their ‘Rapid Change Hat’ act. There was so much laughter that the staff from the restaurant downstairs came up to

enjoy the act too!

On the Saturday we returned to the Lord Nelson, Stewart and Sophie and Clive Cole were able to join us.

A big thank you to the all the boats that came along in such rough con-



ditions, especially to Stephen and Julie Wylde in **Maisie's Mum** who came down from Hull – a very inhospitable coast with only Lowestoft to call in to.



Last year, Maurice Owens in **Old Possum** came up from Portsmouth and this year we had Maurice and Barbara Mathews in **Senitoa** and Alan and June Langmead in **Gentrice** from Yarmouth, IOW, who came up together. Their return trip was

rather rough and I think Barbara will let us have an account, but please don't be put off coming next year, it has been a very unusual May - the worst in local records.



Tenar – Rod Usher who was to be the other host boat was unable to get up to Ipswich on the Friday because of the strong winds, but came up by car and brought some nibbles and drinks for the host boats. Colin and Victoria Lister on **Tringa** very kindly volunteered to share the duties of host boat with **Rapport**. The other boat was **TC2** - Graham and Denise.



Lewarne - Nick and Carol Day and "Sirena" - John and Primrose, are actually berthed in Ipswich marina. **Honfleur** - Peter and Marjorie Misslebrook, came by car as they had propeller problems.

One boat that could not make it because of the weather on the Friday was **Blue Fulmar** - Chris Soanes from Great Yarmouth, but said he would come next year!

Stewart and Sophie, Peter and Betty Stubbs, who have been regular supporters at every one of our events, and Clive and Stephanie Cole, all came by car.

Thanks to everyone that came along and made the Rally a success, in spite of the weather.

Bob Higgins

Technical Support

We do have an enviable record of good serviceability with our Nauticat fleet. The very fact that technical problems are brought to the members notice has increased awareness of items that need attention during maintenance checks. Last year there were no reports of failures that prevented any owner proceeding with a summer cruise.

Parts Suppliers List version 16 is current.

Safety warning notice – Emergency tiller will not fit over the rudder stock - Immediate check advisable

The following report concerns a late model NC331 but the error could be present throughout the fleet. Please report back to Technical Support if your boat has the same defect.

Report: I can confirm that the use of the emergency tiller arrangement apparently provided by the builder would not be possible without modification.

The rudder stock has two keyways - diametrically opposed fore and aft, i.e. on the stock centre-line. The after keyway houses a 10 mm square key connecting rudder stock to crank of steering cylinder. The for'ad keyway has no key fitted. The welded boss of the cranked tiller

has one keyway only ... corresponding with the empty keyway of the rudder stock.

It would therefore seem that the only way the tiller could be utilised in an emergency would be to transfer the one key provided from the rear keyway to the for'ard oneclearly an impracticable solution in an emergency. Had both stock keyways been provided with keys the tiller, having only a fwd keyway, would not accommodate the after key. It would seem that the tiller boss should have two keyways or, alternatively, the single keyway in the tiller boss should have been facing aft.

What, perhaps, has happened was that the tiller boss, already machined with its keyway, was then welded to the tiller arm 180 degrees out!!! If this did occur it is possible that a similar mistake was made to other tillers. I think the best solution to my problem is to cut the boss from the tiller, rotate it 180 degrees and re-weld. I was fortunate to discover this defect during a pre-season check of 'emergency' items. The previous owner must have been unaware of the potential problems.

All NCs There have been 3 propeller replacements since the last issue. One was due to an out of balance problem caused by an incorrectly machined taper at the centre of the boss. The other two have suffered galvic erosion, possibly due to the marina 230v AC mains 'earthing' via the boat. Galvic isolators are being fitted and it is worth checking two further items associated with this type of problem: The propeller shaft flexible coupling must be fitted with a braided copper earthing strap *and the boat must not be moored with the propeller near a steel pile.*

These reports have been particularly valuable because they contained a wealth of information on propeller specifications, suppliers and trade prices.

NC33. Halyard 35mm sound insulation has been fitted behind the perforated aluminium sheet of the engine box and 45mm thick insulation fitted under the pilothouse floor. Early indications are that engine

noise has been reduced by about 20% but this will be confirmed after a long summer cruise.

Battery chargers and inverters. Victron Energy BV invited Technical Support to a seminar on the latest innovations with marine electrical power systems. We liked the concept of combined charger/inverters that allow smaller generators to accommodate power surges when appliances are initially switched ON. The generator supplies 230v AC to the battery charger and boat domestic outlets. If demand exceeds supply, battery charging instantly stops and the battery/inverter provides the extra power. Many applications within our fleet and we have all the supporting technical data. www.victronenergy.com

Trade accounts SMG have a new website: www.smgeurope.com
New trade account for boat fittings identical to those installed on Nauticats: Timage & Co at Braintree, Essex. Tel: 01376 343087. All orders via Technical Support as usual.

Automatic Identification System AIS

National security agencies have become increasingly alarmed at the implications of leisure craft moving freely between countries without identification on the high seas or surveillance on arrival at minor coastal ports. This has prompted an urgent review of Class B AIS development as the only feasible way of monitoring these movements. The UK Marine Coastguard Agency has taken delivery of 10 pre-production sets for trials in the Solent this summer.

Class B AIS is a small 3W transmitter, 2 receivers and an inbuilt GPS. It transmits on a frequency of 162MHz which is very close to the marine VHF channels that are around 157 MHz. Details of the boat and MMSI are incorporated in each transmission. Power consumption is approximately 12v 0.5A continuous. Large ships and land based stations can see you in all weather conditions but the range of reception is limited by the 3W power output. The unit has a row of coloured

LEDs that confirm the operational status of the system. Size 190mm x 135mm x 83mm (L x W x H).

The MCA has accepted the Nauticat Association's offer to install one unit in a boat operating in the Western Approaches and this trial should commence in June. Falmouth and Corsen (Brittany) Coastguards have been informed of our movements as we will be the first leisure craft in Europe to be AIS Class B equipped. The equipment is being loaned by manufacturers and our Association will provide an article to be published in the Yachting Press.

Unlike DSC radios, Class B AIS is going to be a legal requirement for those wishing to cross the English Channel and it's likely to happen quite soon.

Have an enjoyable summer. See you around Southern Brittany during the next two months.

Richard Bartlett

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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

Senitoa on the East Coast Rally 2006

We had really intended to go to the east coast rally last year but were unable to because of other commitments. Our desire to go was further reinforced by reading about Maurice's trip on Old Possum. So this year we booked it early and bought all the charts both electronic and paper. Then we got a route for crossing the Thames from Bob Higgins, arranged for our friends Gill and Arthur to come with us and booked a start date of Tuesday 16th May with Alan and June and Mike on Gentrice as we had agreed to go in tandem. Everything was ready.

However nothing is ever that simple is it? We had been having problems with our GPS for several months and had already had the aerial changed twice, the second time being 12th May in preparation for our trip. Fortunately we went to Yarmouth for the weekend and realised all was not well when it took two hours to get a fix. Thus we took the GPS to Raymarine bright and early on Monday morning where we explained that we needed it for our trip the next day. They worked on it immediately declaring it to have had a low internal battery and that this had now been remedied and charged us £52. Well, it worked in the factory but didn't work on our boat Maurice phoned them up and eventually they agreed to lend Maurice a spare set and a spare aerial which meant another trip to Portsmouth.

As luck would have it our original GPS actually worked on Tuesday morning as we set off at 7.00am. It was a lovely day, flat calm and no wind despite a forecast of SW 4 to 5 increasing to 6 later. Thus we motored all the way and managed to cover the sixty miles to Eastbourne in seven hours. Despite my early reservations, this trip was turning into a real doddle. Meanwhile, for the last week all sources of weather info had been reporting gales for Thursday and so we thought it was probably a good idea to try and get across the Thames Estuary on Wednesday rather than Thursday. Thus Maurice replanned our route for Wednesday to cover the whole one hundred miles from Eastbourne to Harwich.

On Wednesday, we were through the lock by 7.00am straight into thick fog and it was then our GPS decided to stop working intermittently. Not too much of a problem as we had Sea-pro, a hand held GPS and radar. However when we lost our GPS for the umpteenth time Maurice decided to try out the spare aerial. He attached it to the back of the GPS and strung it across the wheelhouse, through the curtain ties and out through the stern window. It worked. Obviously the problem was the aerial after all. Again there was no wind and a flat sea despite the forecast. According to our chart we were close to shore all the way.



Not that we could see it. Sometimes we couldn't even see Gentrice! Fortunately the fog lifted as we got to Dover and so we decided to carry on to Harwich. Gentrice arrived about twenty minutes ahead of us and radioed to warn us that the water level was very low at

Shotley Marina and that we needed to hurry if we wanted to get through the lock. We increased the revs and arrived at 8.10pm with 0.1 metres below the keel. The boat in front of us touched bottom. It had taken thirteen hours and ten minutes to cover one hundred miles. Not bad.

Thursday morning dawned with strong and blustery winds. Bob Higgins had advised us to try and time our entry into the lock at Ipswich to coincide with free flow and so we decided to set off at 12.30pm. This also ensured that we would have plenty of water under us leaving Shotley marina. The wind was blowing hard and the sea state was rough by the time we left and it was rather dodgy when we had to turn

broadside to the waves in order to turn up the river to Ipswich. However conditions were a lot better once we were in the river. We even put a sail up. It took about an hour and a half to reach Ipswich where the marina staff allocated us an impossible berth. But Bob and Yvonne told us to disregard the instruction and beckoned us into another berth. There were many helping hands to help us secure which was just as well as the finger berths were minute and the wind was at least a force seven by then. We only slightly collided with the big black pontoon post but no damage was done!

We were now safely at Ipswich and we could now relax and enjoy ourselves. Hooray! We had all of Friday at leisure and arranged for Maurice's brother and wife to come for lunch on the boat. It was a lovely sunny day but cold and windy. We were told that it was a force nine and that a liner was stuck in Harwich, as it was too rough to leave. Bob and Yvonne had arranged a cocktail party on their boat for 6.00pm and then it was off to 'The Bistro on the Quay' for dinner for thirty persons. The meal was excellent and so was the company and we were entertained after the meal by June and Alan from Gentrice when they performed a poem for us with the aid of several hats. On Saturday a guided tour of the historic dock area of Ipswich had been arranged. This was very enjoyable and most informative and cleverly arranged to fit in between two heavy downpours! After lunch Mick from Gentrice came and took our boat apart and then kindly fitted in the new GPS aerial for us and then kindly put our boat back together again. Then it was time for another cocktail party and then onto 'The Lord Nelson' for another excellent meal. Unfortunately our friend Gill missed all the fun as she went home on the train early Saturday morning as she had other commitments.

Meanwhile gales had continued to blow all weekend and there didn't seem to be any breaks in the weather for the foreseeable future. Thus the decision was taken that we would make a run for it on Sunday morning, despite a forecast of SW5 to 7 with a gale later, and if the weather were too bad when we got to Harwich then we would go into Shotley again. We had wanted to leave at 10.00am but the GPS

wasn't working again. In desperation, Maurice decided to string up the original aerial across the wheelhouse and out the back window. It worked! This really didn't make any sense but at least we could leave. It was now 10.45am. It was rough when we got to Harwich but endurable and so we decided to continue on to Ramsgate and so did Gentrice who was now half an hour behind us as Alan had stopped for fuel. As the day wore on the weather got worse and we were forced to slow engine speed but we eventually arrived at Ramsgate at 7.00pm. It was then that we discovered that our radio wasn't working as it had been drowned by all the water going over the wheelhouse and through the tiny gap left in the open window caused by having to have the GPS aerial out the stern window.

We couldn't get the shipping forecast for Monday but it was obvious that the gale had arrived and that we would be staying in Ramsgate. This gave Maurice the opportunity of stripping out the radio and drying it with my hairdryer. I knew it would be useful one day! Gentrice also stayed put and we all went out for a Chinese meal on Monday night. On Tuesday morning I got up early to listen to the shipping forecast and decided we were staying another day and so our friend Arthur caught the early morning train home as he had family commitments. Alan and Mick on Gentrice decided to forge on to Eastbourne despite the gale warning. Alan phoned once he reached Eastbourne to say that conditions had been very bad and that there speed had been severely reduced at the end of the journey by gale force winds on the nose but at least they were safe.

The forecast for Wednesday looked just as bad and so Maurice and I made full use of our stay in Ramsgate visiting the shops, the Yacht Club, the museum and the fish and chip shop. I really enjoyed Ramsgate particularly the museum on the waterfront. The marina facilities were good and the price of £19 per night including electricity was very reasonable. Having studied the weather ad-infinitum including visiting an Internet café we decided that a weather window would be available on Thursday morning. Our friend Arthur wanted to finish the trip and so came back to the boat Wednesday night at 10.30pm and promptly

missed his footing on the pontoon and ended up in the water. Fortunately Maurice had waited up for him and was able to pull him out. I was exhausted and had slept through it all.

We were up early Thursday morning and the forecast hadn't changed but there were more lows on the way. We cast off at 7.00am and headed for Eastbourne. It wasn't too bad at first but as we rounded the headland into the Dover Straits the waves were rather high but as Maurice Owens had warned me that this was what the Dover Straits were like I convinced myself that it would get better soon. It did improve a bit and we arrived in Eastbourne at 2.30pm. We did discuss whether or not to continue straight to Portsmouth but decided that we didn't really want to continue for another ten hours. We had steak and chips and salad in the Harvester overlooking the marina and then had an early night in case we could continue on Friday. However the next morning there was a howling gale and blanket rain and so we stayed put.

We donned our weather gear after breakfast and went for a walk along the sea front. We even went to the end of the pier but I clung fast to Maurice as I thought I would be blown over the edge in the heavy gusts of wind. We then continued right along to the end of the coast path and caught the land train that took us right back to the marina. That night the forecast for Saturday seemed no better than Friday and we went to bed convinced that we would be spending another night at Eastbourne. However the next morning the forecast was SW4 to 5 decreasing to NW3 to 4. It was too good an opportunity to miss and so we cast off immediately and had cleared the lock by 9.45am. Once we got outside it was a bit lumpy and visibility was poor again but it was no worse than Thursday and so we carried on. It was pretty rough rounding Beachy Head but that was to be expected after nine continuous days of strong winds and gales and besides, we were looking forward to the slight seas and NW3 to 4 promised to us. It was strange that it was actually getting rougher if the winds were decreasing as mentioned in all the maritime safety bulletins. It wasn't until we were off Worthing that a local forecast actually admitted that we were experiencing SW6

and that was what we were experiencing. Arthur suggested that we should go into Brighton but I took one look at the boiling seas around the entrance and decided we were better off where we were. I was still hoping that the wind would decrease. NO chance. If I thought it was rough around Beachy Head then I am left with no description with regards to the seas around Selsey Bill other than 'bloody rough'. It was a nightmare added to by being knocked flat by two consecutive rogue waves on the broadside and shipping water through the closed starboard door. Fortunately you can't keep a good Nauticat down for long and she righted herself in the blink of an eye. Just as we thought that it couldn't get worse we heard that the wind had increased to a seven. We didn't have a clue what the wind speed was as our wind instrument is on the stern deck and we weren't. Then the visibility closed in again. We were monitoring channel 16 all the while and had to listen to all sorts of emergencies happening and lifeboats being launched all the time to assist vessels in distress. Our speed was now down to four knots as we battled the headwinds and waves but eventually we passed Nab Tower and then the Spinaker Tower came into view. What a beautiful sight! We managed to increase speed and were tied up safe and well on our mooring by 8.30pm eleven hours after setting off. Not such a doddle after all. There was only one casualty; our radio was drowned again. Pass the hair dryer please.



Don't worry Bob. We really enjoyed the rally and will be there again but, unless there's a high predicted to stay around for at least a month, Senitoa will remain safely in Gosport and we'll come in our camper van. Surely I didn't hear mutterings about traffic jams and accidents on the M25?

Barbara Matthews

Antifoul or Not

After eight years of lying on my back performing the annual ritual of antifouling I decided to 'Bite the Bullet' and invest in a copper based epoxy coating. The word 'Invest' is used advisedly as I hope it does prove an investment both in time, hull protection, expense of lifting, launching and antifouling.

I have used Nautix on Oisín from new, the first coat applied professionally, the followings seasons by me. In recent years I have had to patch areas more and more where it has peeled right off exposing a shiny gel coat. I would abrade the area prime then antifoul but I was coming to the conclusion that the whole lot should be stripped off and start again. Around this time I came across an article in PBO describing a new copper coating called Cuprotect, based on a copper and nickel mixture sprayed on a tacky epoxy coating.

The hull first had to be slurry blasted to remove the old antifouling and abrade the hull. I used a company called Symblast for this. Ecosea then came in to wash the hull to free it of any contaminates and spray on a primer coat. Once this has gone off the first epoxy coat is sprayed and left overnight to dry to a tacky finish. The next day a binding coat is sprayed on followed by a fine mixture of copper and nickel which sticks to the binding coat leaving the metal on the surface where it is best placed to resist any fouling. No annual abrading is required to expose new copper as it is already on the surface.

I am assured the only fouling I will get is a slime which is easily rubbed off, either while you're in the water or a quick lift and pressure wash – we will have to wait and see.

The whole operation was quite an expensive. Blasting £480 and the two days of preparation and spraying £2,400. I am hoping that over the guaranteed five year period the saving on lifting, launching and antifouling, along with the protection against the dreaded osmosis will have made it all worth while.

Ed



Symblasted Hull



Primer



Ready for Spraying



Spraying



Spraying



Finished Hull

Symblast : Tel:07957 655978
Ecosea: Tel:02380 336636

Classified

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

Message from your Editor:

Deadline for next issue is
6th September 2006

Copy can be sent by e-mail or to:
44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital,
very welcome



Classified

Nauticat 32 – 1998

Rustycat

SOLED
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

There are no items for - **Boaty Bits For Sale** - in this 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.

Classified

Nauticat 40 Ketch 1986/7

“Cu Two “



Full suite of sails, inmast furling, bow thrusters, DSC VHF & SSB radios, heating, air conditioning, Raymarine C80 radar/chart plotter, auto pilot, GPS, Navtex, deep freeze & fridge, cooker/oven,microwave, 90hp engine, 7.5kw Westerbeke generator, inverter, Adverc charging system, davits & dinghy outboard.Same owner since new.

(2 Atlantic crossings) Hull 400/42

Moored Dun Laoghaire Dublin.

Contact; cutwo@gmail.com

EUR €200,000

Classified

Nauticat 33 Ketch 1986

Ali – M



Raised aft deck 2 double cabins with double berth in saloon
Good suit of sails including cutter sail and rigging
Radar, GPS and Auto-Pilot wired for laptop or computer

VHF

Ford 80hp engine

Webasto cabin heater

Life raft

Dinghy

Outboard motor

Presently moored at Carcassonne (France) on the Canal du Midi
Traveling in May to Grau d'Agde on the French Med.

First class condition

£65,000 o.n.o

Contact: Warren and Bernie Starbuck

Tel: 01200 440296 or

Email: warren_starbuck@hotmail.com

Classified

Nauticat 33 - 1974

Lying Castelsarrasin

In excellent condition – very much updated – a great live aboard and easy for canals.

Made in Finland: famous for a very strong top quality hull, ketch rigged, teak deck, professionally epoxied hull, new prop, cutless bearing and ‘Stripper’ (rope cutter) 2002.

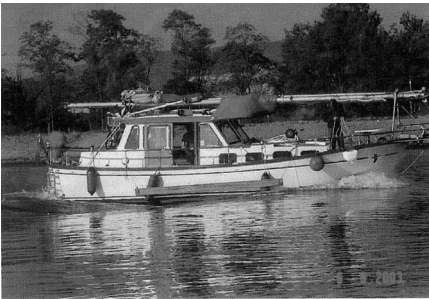
Engine: 72HP Perkins (original), new starter motor, huge raw water strainer, reconditioned water pump and oil cooler, new exhaust system (all 2002) and auto 2Kg fire extinguisher.

Electrics: 12v high output Genie alternator, Xalt and Xsplit fully automated charging system, 315 amp/hours batteries plus separate starter battery, mains 40 amp charger, shore power, marine quality consumer box (RCD’s & MCB’s) 13 amp sockets throughout (all new 2002).

Instrumentation: Garmin fish finder, GPS (2002), ST6000 auto pilot, VHF radio, top quality six speaker CD and radio.

Heads: China sink, electric toilet (quiet) and shower all new 2004.

Tankage: SS diesel tanks 130 gals, SS water tank 50 gals, new pumps and pipes (all new 2002).



We have been living aboard since September 2002, crossing the channel and down through the French canals and rivers. As you sailing.can see from the above we have lavished much time, care and money on her to make life aboard as comfortable and convenient as possible. She has always given us

total confidence and reliability. The only reason for sale is that Madame is not to agile now and can't go

£42,000 ono

Richard Gibson 033 678 34 22 59

Classified

Nauticat 33 MK II

MINIMUM

1993 – Hull no 1134

Ketch Rig, deep keel and skeg, In-mast furling main, r/r genoa, mizzen with lazyjacks. Teak decks and coachroof, Nauticat GRP bench seats with lockers at aft steering position. Anchor windlass.

Liferaft. Bimini and canvas dodgers to quarterdeck.

Low engine hours, bow thruster, shore power system, 3 batteries, battery charger, Eberspacher heating, hot and cold pressurised water.

Autohelm/Raymarine instruments duplicated at aft steering position. New Raymarine autopilot, GPS, VHF, radio/cd player.

Galley with double sink, refrigerator, 3 burner cooker with oven,. Superb accommodation with 2 double and 2/3 single berths, 2 Heads/shower compartments.



This boat is in immaculate condition and is only for sale due to change in personal circumstances.

Lying Gosport

Price £105,000

For full details, photographs etc:

Tel: 02392 469855 or 07712 189 444

Email:

jgpphillips@tiscali.co.uk or j.morrison83@ntlworld.com

FUTURE EVENTS

South Coast Rally

Thursday 22nd – Friday 23rd June 2006

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