

# **CAT - A - LOG**

**A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS**



*Not Santa going to work but Dave Gaylor on 'SamoTRACE'  
traveling through the French canals*



Nauticat Association Newsletter

Issue Number 42

Winter 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. 42 Winter 2006

**PRESIDENT**  
Ray Dennett



**CHAIRMAN**

Stewart Turnbull  
01329 663160  
Fax: 01329 661435  
E-mail: [Chairman@nauticat.co.uk](mailto:Chairman@nauticat.co.uk)

**SECRETARY**

Annemarie Yates  
Tel: 01793 700 526  
E-mail: [paul-annemarie@tiscali.co.uk](mailto:paul-annemarie@tiscali.co.uk)

**TREASURER**

Sally Doran  
Tel: 01590 689151  
E-mail: [tandsdor@onetel.net.uk](mailto:tandsdor@onetel.net.uk)

**TECHNICAL SECRETARY**

Richard Bartlett  
Tel: 01395 232789  
E-mail: [rgbartlett@aol.com](mailto:rgbartlett@aol.com)

**EDITOR**

Robin O'Donoghue  
Tel: 01494 713569  
E-mail: [robidonoghue@aol.com](mailto:robidonoghue@aol.com)

**WEBSITE MANAGER**

Clive Cole  
Tel: 01798 815261  
E-mail: [webmaster@nauticat.co.uk](mailto:webmaster@nauticat.co.uk)

**SOCIAL SECRETARY SOUTH**

Colvin Rae  
Tel: 023 9234 8885  
E-mail: [colvinrae@aol.com](mailto:colvinrae@aol.com)

**SOCIAL SECRETARY EAST**

Robert Higgins  
Tel: 01787 222712  
E-mail: [oyster@onetel.net.uk](mailto:oyster@onetel.net.uk)

**SOCIAL SECRETARY SCOTLAND**

Patricia Low  
Tel: 01436 820671  
E-mail: [ardgare@aol.com](mailto:ardgare@aol.com)

**Web Site**

[www.nauticatassociation.co.uk](http://www.nauticatassociation.co.uk)

**Nauticat Association Group**  
MMSI number is 011223344

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## Chairman's Notes

As yet another year comes hurtling towards its close, I am sitting down to write with very mixed emotions. We sadly lost a dear friend and long-standing member in Janet Pratt, who died after a long illness borne with great fortitude. A small group of members went to her funeral, which was a beautiful, powerful and dignified service – very much like the lady herself. In place of flowers, the family asked for donations to the Hospice where Janet was so wonderfully cared for towards the end, and I am proud to inform you that the Association made a donation on behalf of all our members. Our hearts go out to Rodney and his family at what should otherwise be a happy time, and the whole family are very much in our thoughts and prayers. We hope they will feel able to continue their long links with the association and look forward to seeing them with us again in the future.



Now to happier things – our last social event of what has been a very busy year was the Lay-up Dinner at the Lifeboat College in Poole. Around thirty members gathered at this beautiful new building for yet another first-class social occasion, splendidly organised by our South Coast Secretary, Colvin Rae. We gathered in the bar for the usual “tot” before proceeding to the dining room. Once there we had a very interesting and entertaining talk by Sue Hennessey, the College Principal, telling us how the college came to be built and about all the wonderful training

which is carried on there, for a service for which we are all very thankful but hope never to use. This was followed by an excellent dinner to round off a splendid evening. A number of the members stayed the night in the rooms normally used for students on the courses, and from what we gather these were of a very high standard.

I do not know how to adequately express our thanks to Colvin, who has been such a super South Coast Secretary for the last four years, but understandably he feels he would like a break. He will be sorely missed!

Talking of departures, Sally Doran is standing down as Treasurer at the AGM, and she will also be very sadly missed. She has kept us on the financial straight and narrow and will be a hard act to follow. Luckily I have had a name volunteered to me as a possible replacement, but if anybody else feels they would like to stand, then please let me know and we will vote at the AGM. Likewise, I also have a volunteer for South Coast Secretary who is prepared to stand if there are no others willing, so at least we will have a full committee. Our East Coast and Celtic Secretaries are both happy to soldier on for another year, and will do the same wonderful job as ever. I am very pleased to report that Annemarie Yates has settled in well to the arduous post of Secretary and is doing a wonderful job on behalf of us all.

The only other thing I would like to emphasise is that it is not necessary to be able to sail to a Rally in order to attend it. It makes the Rally Secretary's job so much more encouraging if they get a good turn-out of members, and they are only too willing to suggest local accommodation according to your wishes, and even book on your behalf. Sophie and I know what a wonderful time can be had without a boat as we were lucky enough to be able to attend all the rallies this year, receiving the warmest of welcomes wherever we went. We are such a widespread Association that it is good to be able to get members together to enjoy one another's company, and even if they are not afloat at a particular gathering, they can still share reminiscences, experiences and laughter. I am looking forward to meeting all of you who are coming to the AGM – as I write this the numbers are looking good, and it will be a fun weekend as ever.

It only remains to wish you all the happiest of Christmases and all luck, health and good fortune in the New Year.

*Stewart.*



# Technical Support

This is the point in the boating year when we start to think of winter maintenance and what new gadgets might be on offer at the January London Boat Show. Word from the trade is that business is not particularly good however new technology is expected to fair better in quiet times.

Although I'm in Australia until 16 February your emails will be answered on a regular basis. Trade purchases should be left until my return.

## Reports:

NC33. Engine water temperature higher than normal. The cause of higher than normal water temperature is usually a faulty thermostat or blocked tubes in the main raw water heat exchanger. In this case it was found that the Lehman 90 did not have an engine oil heat exchanger fitted. Local engineers in the Chichester area said that this was common but Sabre confirmed that these engines were never assembled without an engine oil heat exchanger and it was impossible to control the oil temperature without one. Oil is used to carry heat away from the bearings and engine casing. Suggest all relevant owners carry out a check during the winter. Test data (performance limits) for the Lehman 90/Sabre 90: Engine oil press 58/70 psi @ 2600 rpm. Min engine oil press 35 psi @ 750 rpm. Engine water temp 80-88 deg C. Gearbox pressure 140-185 psi @ 2600 rpm (about 145 psi @ 1800 rpm).

All NCs. Every boat has a grease nipple fitted to the rudder shaft - inside the hull below the gland seal nut. Some earlier NC 40-52s had problems with the fibreglass bonding between stainless steel supports welded onto this tube and the sides of the hull. This required additional strengthening during which fibreglass matting buried the grease nipple and subsequent owners did not know it was there. The shaft should be filled with waterproof grease until it oozes past the upper gland seal and appears externally in quantity.

All NCs. We have had a larger than normal number of diesel tank replacements during the last six months. It takes time to remove the

tanks but the job is straight forward and replacements easy to fabricate (see Yellow Pages – Sheet Metal Fabricators – Stainless Steel). The latest is an NC 52 which has very large tanks built into the internal structure and it's physically impossible to remove them in one piece. Each has to be cut out and replaced by 2 individual units (per side) which will result in reduced total capacity. We note that that the new NC 381 is fitted with stainless diesel tanks – a first!

Winches report. 'We have the Maxwell Nilsson M-N V1000 (that's the Vertical version) windlass on our NC40. It might be useful for owners to note that, although this windlass is no longer produced and the Maxwell Nilsson partnership has ended, many of the spares are still available from the new company - including gears, seals, bearings, even the emergency winding handle (very expensive we thought) and most importantly, the 12v 1000w motor. This motor replaces the original Lucas model and is made in Italy - many motors are these days. It requires an adaptor kit – which I ordered and this came fitted to the motor. The whole transaction was pretty slick from order to delivery in 5 days. This is extremely quick (UPS) and beats many of the UK suppliers I have used thus far. Contact details Debbie at <http://www.jamesnilsson.com>.'

*Technical note: Most winch and bow thrusters motors are modified auto engine starter motors and can be easily rebuilt. We have a commercial contact that makes electric motor brushes of any dimension.*

All NCs. Request for information. 'Our recent insurance survey has recommended that the entire gas system be examined by a Corgi Registered gas engineer. It adds; **“we also noted that Vessel was fitted with a Rinnai instant water heater flue were not considered to adequate standards for marine use.”** The water heater was fitted probably 6 or 7 years ago replacing a “Paloma” model (from memory) and using the existing flue arrangement through the side of the wheelhouse. I would be interested to know whether the older Nauticats fail inspection due to this type of installation and if they do, what is the solution to hot water on tap? I particularly like the current system as it provides instant hot water without having to run the engine and doesn't require a storage tank. Can the flue be modified in any way? I would

be grateful if you know of any other members who may have encountered this problem and any potential remedies'. *Technical: Please email me if you think you can help.*

NC Fridges. The type of top loading fridge units fitted by Nauticat can be re-gassed by any refrigeration engineer. The gas is type R12 at 0.5 – 0.75 bar. They sometimes loose gas through slack couplings between the compressor and evaporator (freezing bit).

**Trade Accounts:** Lehman/Sabre/Perkins spares Mark Kennet at BD Marine. Schwepper door locks and handles direct from Germany at less than half the UK price. See our latest Parts Suppliers List Version 18.

We look forward to meeting you all again in Bristol but in the meantime hope that all the boat jobs go as planned.

Happy Christmas and wonderful New Year from Adelaide.

Richard and Anne Bartlett [rgbartlett@aol.com](mailto:rgbartlett@aol.com)

### Sudoku

8								6
1				9				5
		9	8		3	1		
	9			8			4	
			9		5			
	1			6			2	
		5	6		9	3		
9				7				4
6								1

# Laying Up Supper



## Letter to the Editor

Dear Robin.

Mike (*Fraser-Hopewell*) asked that I should send you a copy of a snowy photo with a view to including it in the Xmas edition of the association magazine. (*Front cover picture*).

You will bear in mind that the photo is taken just outside Joinville on the French canals on our way from Le Havre to Marseilles in a 44. See, it is possible!. Believe it or not, the snow was merely a matter of interest, what is really gripping my soul with terror is the prospect of the Langrés tunnel. 4.8 kilometres long, just room enough for one only and (we thought) unlit. It was lit. Oh, such good news! Is it better to see the monster or just remain in innocence? By the way, that is 4.8 KILOMETRES I didn't spell it wrong.



The next picture is at the bottom of a little lock on the Rhone, a mere 23 meters deep. The vessel in front is a full, ocean going cargo ship, tucked at the front of the lock. Me? I did my best to find a corner in the stonework and hide. The bollards float you know, so you don't need extra long ropes, but as they go down and daylight recedes, they scream. Good eh?

The third picture is why we bothered. That's in Gruissan and the café is all of three paces from the boat. And a very nice café it was too.



We are now in Terra gona, which is a fantastic city about 100kms south of Barcelona. Not expensive here but beware, a 44 in high season is viewed by some marinas as a licence to print money. Palamos, for example, in high season, is over €100 a night for a 44,

the harbour is not safe and the facilities are as you would expect, non existent.

Another point of interest; we got done over by the French Douanier 4 times 3 weeks, once when on passage. All very charming and helpful, but they weren't looking to see if we had too many bottles of wine on board. In Spain we haven't seen a Douanier in 6 months and some of the traffic (all with markedly London accents, I regret to say) reflects this laxity.

Of course we have hundreds, if not thousands, of photographs of our journey so far, but the question is which of them is of interest to other Association members. We will see if we can sort a few more out that you might find worth publication.

The thing we did find out during our canal journey was that the Nauticat with its long keel is ideally suited to this sort of work if any fibre glass sailing vessel ever is. You mustn't be too sensitive about the gel coat, and it is far better to travel without the masts and have them go on a lorry. They overhang either bow or stern by about a meter and a half and in 200 or 300 locks one simple mistake could prove wildly expensive. Having said that it is also worth bearing in mind that the French do tend to be a little optimistic about the height of their bridges or the length of their locks. We were assured many times that the minimum height available would be at least 3.5m only

to discover one bridge which was at 3.2m. Any lower than that could have been seriously discomfoting without many options in terms of courses of action.

The red fuel issue is a very real one. As I understand it you are entitled to purchase red fuel for the purposes of heating and electricity generation only, (and the two tanks on a Nauticat give room for manoeuvre in this argument,) however most French fuel barges take it into their heads that they know what the law is better than anybody else and flatly refuse to sell the stuff to anything other than a fishing vessel. In one place we also discovered blue fuel which again was subject to all sorts of restrictions, mostly made up on the spot. To be fair, the penalties for selling red fuel to anything other than authorised users seem to be draconian.

Another little pointer is that you are required in French law to have the papers of the boat on the boat at all times. Copies of papers are not acceptable and will, if offered, lead to an offer in return of a lift to the bank in order to draw out cash with which to pay the instant €150 fine. All done with great charm, of course. Many of the marinas like to keep the registration document as some sort of deposit and will airily tell you that you don't know what you're talking about if you suggest that they are mistaken in thinking the papers can leave the boat. In Gruissan the customs people and the marine police gave the marina staff something of a roasting when they discovered that all the visiting boats in the harbour were without their papers. They seem to take the view that their search for drugs was rather more important than the desire of the marina staff to ensure that boats didn't leave without paying. Ooops!

Regards

Dave and Mary Gayler

*Samothrace*

# Christmas Quiz



1. When was Christmas first celebrated?

- a) The year after Jesus was crucified
- b) Around 100 AD
- c) In the 4th Century
- d) 1935

2. Where did the Christmas tree tradition originate?

- a) Germany
- b) Israel
- c) New England
- d) Scandinavia

3. Why was December 25th chosen as Christmas Day?

- a) That's when Jesus was born
- b) To compete with a pagan celebration
- c) That's when Christmas trees are in season
- d) That's when the Bible says to celebrate it

4. How did the tradition of kissing under the mistletoe develop?

- a) Eating it makes your mouth pucker
- b) It was associated with the Scandinavian love goddess
- c) The Druids used it in marriage ceremonies
- d) It was used to make love potion in ancient times

5. What significance is holly in celebrating Christmas?

- a) The pointed leaves represent the Star of Bethlehem
- b) It was mistaken for mistletoe
- c) The red berries are a Christmas colour
- d) The early church banned mistletoe, so holly was substituted



6. What country did poinsettias originally come from?

- a) The U.S.
- b) Cuba
- c) Mexico
- d) Brazil

7. Who probably was the first man to illuminate a Christmas tree with candles?

- a) Alexander the Great
- b) Pope John I
- c) Martin Luther
- d) Pope Bob II

8. Celebrating Christmas was once against the law in...?

- a) Holland
- b) Indiana
- c) Massachusetts
- d) Japan

9. St. Nicholas was born in what country?

- a) The North Pole
- b) Germany
- c) Holland
- d) Turkey

10. The candy cane legend says that it originated with a candy maker from here?

- a) Indiana
- b) Mexico
- c) Germany
- d) Turkey

*Answers on page 19*

## **New Fuel Tanks in a Nauticat 33**

I bought my 1987 Nauticat 33 in Singapore a couple of years ago. She had been more-or-less abandoned several years before by her Japanese owner, who had her from new, and she was in a pretty sorry state. I had a fair bit of major work done on her in Singapore, and did a lot more myself before I felt comfortable enough to tackle the 400 – odd mile journey from Singapore to Langkawi, a Malaysian archipelago just south of the Thai border, which is where I now keep her. As it happens, she covered the journey non-stop, mostly under power at an average speed of 5.5kts which I was quite happy with.

During the time I've owned her, I have been a bit concerned at the amount of muck and water coming from the fuel tanks, and the fact that the starboard tank seemed to leak when I was sailing on a port tack, suggesting a hole at the top of the tank, or a leak where the filler hose connected to the tank. Unfortunately it was impossible to access or even see the top of the tanks, as they were only an inch or two below the floor boards. I have two Racor filters fitted, which enable me to keep a close eye on what's emerging from the tanks, and during a recent trip from Penang, again under power (the wind is very fickle in this part of the world), I ran low on fuel in the port tank, and one filter became totally blocked. This prompted me to finally do something about the problem. The two tanks, by the way, are located either side of the engine room below the wheelhouse floor, and each has a capacity of around 315 litres.

I'm lucky that Graham, a British friend here in Langkawi is a highly trained engineer and, as I knew the removal of the tanks would be beyond my limited skills, I enlisted his help. We decided to try to remove the old tanks by cutting them out but before that I contacted the Nauticat Owners' Association for any advice they could provide. They told me that the backs of the tanks were secured to the side of the hull by steel straps, and these would have to be cut. We would then have to remove a floor beam above, and a fibreglass "lip" at the base of each tank to enable the tanks to be pulled forward and

hauled out of the engine room, after the steel straps at the back of the tanks had been cut. I didn't much like the idea of removing the beam or the lip, and we had no idea how many straps there were, or their position. Graham decided the solution would be to cut the tanks into pieces to facilitate their removal; we drained the fuel into jerry cans, and Graham swung into action with his grinder. It has to be said that most of the gear on Nauticats is of good quality, and the fuel tanks were no exception – 3mm steel, and a real b\*\*\*\*\*d to cut. I couldn't have done it myself, but within a relatively short time Graham had removed a section from the front of the port tank, revealing the extent of the problem: there was what can only be described as a thick mud about 3 inches deep covering the bottom of the tank. It's just amazing that any fuel at all reached the engine.



*Tank with first front section removed, revealing extent of the problem*

Graham kept cutting away, and eventually removed the entire front of the port tank, then, with a lot of difficulty, broke off the two baffles which were welded to the tank (probably the hardest part of the job).



*Tank, with front removed, showing baffles and sludge!*

Prior to this, we had thought about where to source the new tanks: the Vetus catalogue didn't seem to have anything suitable, West Marine probably did, but only in plastic, and they would have to be sent from the USA. We did consider getting one made locally but then Graham hit on the bright idea of using a tank from an air compressor. This would have the advantages that a) they were readily available locally in various sizes, b) they are built like a brick privy out of 4mm steel, c) they already have various tapped holes which could be adapted for the filler hose, air vent and diesel outlet and d) future cleaning would be simple – just blast a water hose through them. The disadvantage is that, given the torpedo-like shape, we would get much less fuel capacity than the current tanks. Never mind, we selected 85 litre tanks which measured around 100 x 38 cms and would fit very comfortably into the space vacated by the old tanks. At around the 3 litres per hour achieved by my Volvo TMD31 engine, this would still give me a range of over 300 miles, which is adequate for my purposes, and, anyway we are supposed to be using the sails, not the engine!

With the front of the port tank removed, we thought about the next stage and how to cut the remainder into sections without having to remove the beam or the lip; we then hit on the idea of leaving the tanks there, where they were, and simply bolting the new ones inside them, and, after weighing up the pros and cons, this is how we decided to proceed. Graham cut out the inlets for the filler and vent hoses from the old tanks to enable new hoses to be passed through to

the new ones. At this point it became clear where our leak had come from, especially on the starboard tank, where the area around the filler inlet was completely rotted through



*Tanks rotted through around filler inlet*

*Rotten air vent outlet*

Having made our decision as to how we were going to proceed, it now fell upon me to clean and paint the insides of the old tanks, not the best



job I've ever embarked on. I used a big spoon and scraper to get all the sludge out, and then got scrubbing – I used neat “Dynamo” – a liquid washing detergent they sell out here which is also great for cleaning bilges! I then put on two coats of epoxy paint, and we were ready for installation.

*Tank cleaned and scraped prior to painting*



We were lucky in Langkawi that we were able to source all necessary fittings and hoses, of pretty good quality, and although one or two of the connections are a bit Heath-Robinsonish, they work fine and can be replaced next time I'm in a larger city. The main problem with installing the tanks was actually bolting them to the "roof" of the old tanks – there was such a small space between this and the floor above that our hands simply wouldn't fit, so a couple of the bolts had to be manoeuvred into place attached to the end of a piece of wire.



*New tank showing filler at left and fuel outlet below*

As I mentioned before, the compressor tank came with several fittings – 2 large ones at either end of the tank, one of which was used for the filler hose, whilst the other was sealed with a "blank" for the moment; we intend to adapt the fuel gauges to fit into here in the near future. A threaded hole in the top was used for the air vent, one at the bottom was used for fuel outlet, and there is another "spare" on which we may fit a tap for easy fuel drainage.



*New fuel tank with storage space below*

The space below the new tanks is sufficient to store spare filters and most of my tools. New floorboards were cut and painted and, as the picture shows, I now have an engine room I'm happy to show off.

*Phil Rowe in Singapore.*

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### Quiz and Sudoku Answers

- 1 c
- 2 a
- 3 b
- 4 b
- 5 d
- 6 c
- 7 c
- 8 c
- 9 d
- 10 a

8	5	3	1	2	7	4	9	6
1	7	2	4	9	6	5	3	5
4	6	9	8	5	3	1	7	2
5	9	6	2	8	1	7	4	3
7	2	4	9	3	5	6	1	8
3	1	8	7	6	4	5	2	9
2	4	5	6	1	9	3	8	7
9	3	1	5	7	8	2	6	4
6	8	7	3	4	2	9	5	1

### 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

# Ipswich Rally

## 18th & 19th May 2007

Time seems to fly past and it's the East Coast Rally time again . It's nice in a way to be the first one of the year, it gets you in the mood for all for all the other fine events you can attend and look forward to.

The marina has been booked with a 20% discount for all the boats coming up from the South Coast, the hotel has also been booked with a very good discount.

I hope you can support us again this coming year and I look forward to seeing and enjoying your company.

*PS. The long range weather forecast for 16th - 17th May is for gentle Southerly winds backing Northerly on 20th - 21st, still gentle - the tides are right too!*

*Bob Higgins*

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### Message from the Editor

I had a disaster with my computer loosing six months of material off my hard drive. If any members had been good enough to send me pictures or articles which have been lost for this edition please resend them to me for the Spring edition.

Many thanks Ed.

Deadline for next issue is  
6th March 2007.  
Copy can be sent by e-mail or to:  
44 Hill Avenue, Hazlemere,  
Bucks HP15 7JU.  
Photographs, including digital,  
very welcome



# Boaty Bits for Sale

## **Garmin GPS 128/126**

Can be used either with two back plates, one with built-in aerial and the other with external aerial. Only once used and boxed.

## **Susuki 2HP Outboard**

Very light and hardly used - not fully run in. Only used about six times.

## **Narwal Inflatable**

Transom stern used same as above - about six times.

## **Garmin GPS 12**

Handheld, 24 hours on two AA batteries, with cradle and power lead.

## **Poly Planar**

Remote waterproof speaker for VHF in cockpit. Brand new box not opened.

## **Sight Mater Sisteco Compass**

Precision from Finland, as new - only used to swing compass.

The above items can be delivered to the AGM or why not come to the beautiful Suffolk/Essex boarder country for lunch.

Bob Higgins

Tel: 01787 222712

E-mail: [rjh27@aol.com](mailto:rjh27@aol.com)

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This section - 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.

# Boaty Bits for Sale

## **VICTRON 12**

Volt 50 Amp Battery Charger Phoenix 12v/50a State of the art Charger. Charges two Banks plus engine battery. Brand New in Packaging.

This is a unit supplied by Victron as a **Warranty** replacement and has never been installed.

Purchased from SMG under the Nauticat Trade Scheme.

RRP £532.11 Priced at **£300** for quick sale.

## **STERLING 12 Volt 35 Amp Battery Charger**

Six years old, working perfectly

Charges Two Banks plus engine battery.

Cost when new £400

Priced **£75** for quick Sale.

Contact Michael Fraser-Hopewell

07773 344 425

yacht\_unda@hotmail.com

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## **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 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, fridge & deep freeze, cooker/oven, microwave, 90hp engine, 7.5kw Westerbeke generator, Inverter, Adverc charging system, davits & dinghy outboard.  
(2 Atlantic crossings) Hull 400/42

Same owner since new

Moored Dun Laoghaire Dublin

Tel: +353 1 285 8088

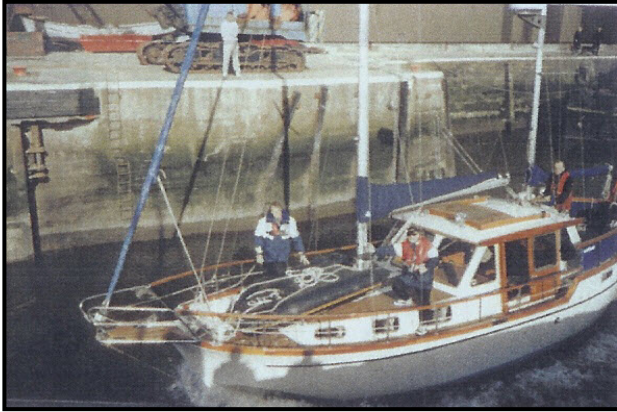
Mob: +353 868 104 104

Email: [cutwoo@gmail.com](mailto:cutwoo@gmail.com)

# Classified

## Nauticat 33 Ketch 1986

Ali - M



Raised aft deck, two double cabins with double berth in saloon.

Good suit of sales 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).

New carpets throughout in 2004.

Electric anchor winch, sails laundered and overhauled 2002 and cruising chute.

Zodiac dinghy with inflatable floor and keel. Mariner 4HP four stroke (3 hours) all new in 2002.



*We have been living aboard since September 2002, crossing the channel and down through the French canals and rivers. As you 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 so agile now and can't go sailing.*

**£42,000 ono**

**Richard Gibson 033 678 34 22 59**

# FUTURE EVENTS

## AGM

Novotel Hotel  
Bristol Centre  
and

## Theatre Visit 'Fame'

23rd - 25th February 2007

## East Coast Rally

18th - 20th May 2007

# 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