

# **CAT - A - LOG**

**A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS**



*A new Nauticat 'Dovetail' heading up Southampton Water*



Nauticat Association Newsletter

Issue Number 44

Summer 2007

# 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. 44 Summer 2007

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MMSI number is 011223344

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## Chairman's Notes

I can't believe that already three months have gone by since I last sat down at my trusty computer keyboard to write my last notes. Time goes racing by these days and I can hardly keep up with myself. We are now deep in the heart of the Nauticat Association Rally season, with the East Coast Rally having just taken place and the Celtic and South Coast Rallies to come in the near future.

The East Coast Rally took place at the end of May in Ipswich and was very much enjoyed by all those who were able to get there. Colin and Victoria Lister, who very sadly will not be re-joining the Association, were marvellous hosts on behalf of East Coast Secretary Bob Higgins who at present does not have a boat. They extended hospitality aboard their boat to all other members, ably helped by the wonderful catering skills by Mark Stanford, who produced vast quantities of almost irresistible nibbles. The duties of host boat were also shared by Rod and Julia Usher on Tenar who, by all accounts, did a wonderful hospitable job as ever. This opening gathering was followed by a lovely meal at Le Bistro, where we were delighted to have Peter and Marjorie Misselbrook with us. We had heard that Peter has not been very well recently and it was super to see him looking so perky and full of plans for their future sailing.

The next morning was occupied by a visit to the Ipswich Port Authority Control Room, which was most interesting for those who had never seen it before. In the evening, Colin and Victoria once again extended their hospitality to all of us before we walked round to the Lord Nelson for a lovely pub meal.

The special mention for endurance in the face of adversity goes to Alan Langmead who, ably assisted by Mick Aves, sailed continuously for twenty five hours from the Solent to be with us at the Rally. Alan's wife June had very sensibly elected to come up by train, a decision well justified by Alan and Mick's account of the weather conditions during their passage! We were delighted to be able to welcome new members Christopher Soanes with Blue Fulmar and Nigel and Wendy Cowell with Ida of Brixham who were all with us

for their first Nauticat Rally. While we love seeing all the regular friendly faces – in fact this is the main reason for my being prepared to carry on being your Chairman because of the wonderful friendships we have made among Nauticats – any Association of our type needs new members coming in all the time to keep it going and prospering. We are also delighted to welcome back Vic and Ann Crowhurst and Brian and Esme Alsop into the fold.

We are just about to set off for the Celtic Rally, held this year for the first time on the West Coast of Scotland. Following two very successful gatherings in Northern Ireland this is a new venue, and I am delighted to hear that a number of members from the South and Midlands are attending without boats. It makes it so much more encouraging for the Area Secretaries if a good number of members show support and appreciation for their efforts. There is always good accommodation to be found near each venue and boat owners are very generous in the offering of hospitality so it can make visiting rallies in areas other than your home port a great fun experience.

Plans for the South Coast rally are nearly complete and we will be having a really good turnout in Weymouth. We look forward to seeing you all and pray for the one thing we can't organise – good weather.

Happy sailing to you all and see you soon.

All the best,



*Stewart.*

## Antifoul or Not (continued)

In the spring of 2006, rather than go through the annual agony of antifouling, I took the decision to have a coating of nickel and copper applied to the bottom of my Nauticat 33 Oísin.

In issue number 40 of Cat-a-Log I reported the whole application process of Cuprotect as performed by the supplier Ecossea. This April, over a year later, I watched with anticipation as Oísin was gently hoisted from the water to reveal whether Cuprotect was a success or a waste of money.

Well I am very pleased to say it seems to have been an unqualified success. The hull had a thin covering of brown slime which fell away as the power washer traversed the hull revealing the coating of Cuprotect as it was a year ago. The guy at Universal Shipyard said he has never had a hull clean down so easily.

Ecossea personal came out to witness the revealing of a years fouling and were very happy, as was I, with the results. Two things they advised are: power wash the slime off as soon as the hull comes out of the water, the slime mustn't be allowed to dry and harden. The second is to give the hull a light power wash just before launching to remove any contamination, dirt, dust etc which might have stuck to the hull during its period out in the atmosphere. It is important to keep the copper clear and free to deter all those nasty weeds and barnacles.

As an owner it was very nice to know that after a ten minute power wash and an anode change, and with no need to abrade to expose more copper Oísin was ready to launch. We will watch and see how all fares next year.

*Ed.*



Immediately after lift showing the brown slime



Power washing



The clean power washed hull fifteen minutes after lift

## Nautilia's story continued

Just an extra footnote – or two! – to the story of Nautilia's flooded gearbox the other month: “..A split oil cooling hose, as we entered the sea again beyond Rotterdam, delayed us for half an hour with a bilge full of water, and of course turned the gearbox oil - the dipstick hole was way below final bilge-water level - to Nestle's Milk..”

Would you believe it ..the *SAME* hose (well; its replacement) split this year near Dunkerque, filling the bilge – and our Velvet-Drive gearbox – with water again! I'd replaced the original split hose with one which Vic, Nautilia's previous owner, had kept in the engine spares box. But it looks as if rubber hoses gradually decompose and get soft like toffee, so I've learned not to keep spare engine hoses for more than a year, as they seem to lose their rigidity and resilience. So now I've put on a *brand new* cooling hose, and I expect it to last a bit longer!

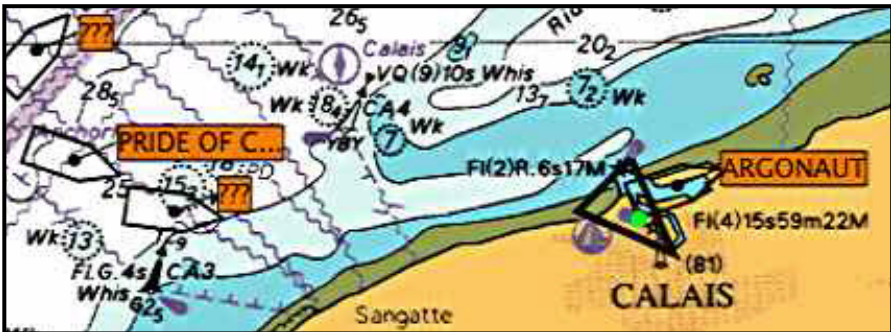
When trying to get the last of the water out of the gearbox I wracked my brains to find something which would tease out all the seawater. “What's miscible with water..?” ..and then I realised: Meths! So I dashed out to Boots the Chemist, bought a 500cc bottle of methylated spirits, poured about a quarter of it into the gearbox – after I'd sucked out all the white emulsified oil-&-water mess – and topped up the gearbox with a little ATF (auto-transmission fluid) and a litre of SAE 30 motor oil.

Then I ran the engine, to get the gearbox oil pressure up, and put the boat in ahead and astern a couple of times to pump the gear fluid through all the tubes, including the gearbox-oil cooler. Rinse and repeat. After sucking out the second fill of meths+ATF+SAE 30 there wasn't a drop of water left in the gearbox, and I filled it up properly with 2.8 litres of ATF. All's working perfectly again.

Oh; one other thing:

We'd bought a NASA AIS 'engine' ..the bit of circuitry which lets you add an AIS (ships' Automatic Identification System) signal to a chartplotter display. It's very useful, because it lets you see “around

corners” ..in other words, you can see which ships, if any, are manoeuvring within and out of a port as you approach. This was handy when just about to enter Calais, because we could read on the display that ARGONAUT was just about to come out of the port as we approached, so we could slow down to wait for its exit ..and we could understand better why the port lights were showing ‘No Entry’. We



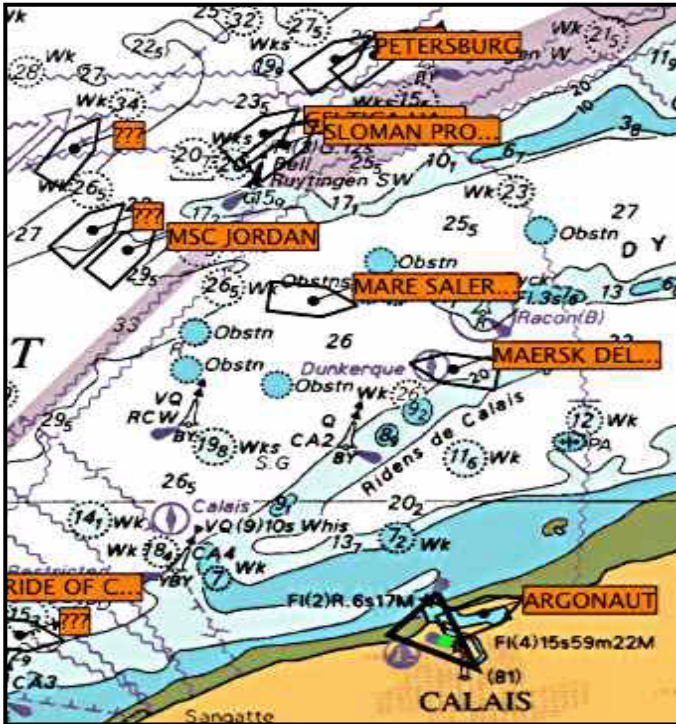
could also see what was following us in. In this case it was ‘Pride of C..’ as the display named it, and another ship whose name the system hadn’t yet acquired.

The full details of each vessel are shown in a separate “floating” window on the screen, in this case showing that ‘Pride of Calais’, whose call-sign is GJLY, was 6.2 nautical miles away from us, and was moving at 0.1 knots ..presumably hovering to let another ship manoeuvre.

Show	Name	Call Sign	Length	Time	COG	SOG	Distance
<input checked="" type="checkbox"/>	PRIDE OF CALAIS	GJLY	557'	07:51	277° MAG	0.1 KTS	6.2 NM
<input checked="" type="checkbox"/>				07:51	273° MAG	24.3 KTS	
<input checked="" type="checkbox"/>				07:51	092° MAG	9.4 KTS	
<input checked="" type="checkbox"/>				07:51	106° MAG	17.8 KTS	
<input checked="" type="checkbox"/>				07:51	064° MAG	13.1 KTS	

Monitor  Transparent Settings

You can also see what's shunting up and down the Channel, for example, and which ships are joining the Traffic Separation zones.



Those ships which have three question marks instead of a name are the ones whose ID hasn't yet been grabbed by the system, but the full names will appear in a few minutes.

Using an AIS receiver makes it so much easier to identify what's going on, and gives details of ships' speed of approach and direction.

I don't think, however, that it's going to be a good idea for smaller vessels, such as yachts like ours, to fit an AIS transmitter, because that'd really clutter up the display with a plethora of unnecessary info. Imagine dozens and dozens of IDs filling the screen off Cowes, for

example! Who needs to know the ID of every yacht in the vicinity? I think it'd be easy to spend so much time staring at the screen that you may fail to look around yourself at the real world, and may have a collision!

So our choice is to have an AIS *receiver*, so that we can see details of approaching ships, but we don't want to have an AIS *transmitter* which could just clutter everyone else's screen with unwanted info about who we are and where we're going.

I've cheated slightly with these pics: they weren't all 'grabbed' from the display screen at the same time, so the details of 'Pride of Calais'' movements (277 degrees Magnetic, therefore *leaving* Calais) don't quite correspond with the first picture which shows it heading *to-wards* Calais. But you get the general idea. A green dot in the large black triangle is Nautilia's position, and the 'pen nibs' are the positions of other vessels, showing their headings. I was a bit too busy steering the boat to grab copies of the screen while we were actually coming into port! The chart is a MapTech electronic chart, and it's being displayed on an Apple laptop, using a program called GP-SNavX.

*David and Silke*  
*Nautilia*  
*MMSI 235001455*

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## East Coast Rally - Ipswich 2007

The weather was kind to us once again, apart from the gusty wind for the boats arriving on the Friday.

Alan Langmead and Mick Aves left on the Wednesday afternoon from Yarmouth IOW and came non-stop to Ipswich, arriving Thursday morning and Chris Soanes in the magnificently restored Blue Fulmer came down from Great Yarmouth - both from different Yarmouth's! We also welcomed Ida of Brixham with Nigel and Wendy Cowell, a Nauticat 44 that had to leave Tollesbury near high water due to a sill across the marina entrance, luckily our events are always near a spring tide, so hope we shall see them again next year. Among the visiting boats, were a 32, 33, 38 and a 44 Nauticat and Lewarne, a 33 resident in the marina, of Carol and Nick Day.



The members that came by road were the ever faithful group that always support our events: Peter and Betty Stubbs,

Clive and Stephanie Cole, Barbara and Maurice Mathews, who came by camper van and of course, our Chairman and Sophie.

On the Friday night, the host boats were Tena, a 32 belonging to Rod and Julia Usher, who kindly acted as host boat again and the beautifully built motor yacht Tringa of Collin and Victoria Lister, it would have been very difficult, without their help, to run the Rally. I must also mention Mark Sandford, ex-Polar Bear II, who kindly made some very tasty nibbles.

We then strolled round to the Marina to eat at the Bistro on the Quay, which as usual, was excellent, but didn't do our weight losing programme any good!

We were delighted that Peter Misslebrook and Marjorie were able to join us. Peter managed to get up the stairs on his crutches and it was great to see him looking so well – it really made our day.



Saturday morning, 12 of us wore our yellow fluorescent jackets – these were required for security reasons – and we all walked round to the Control Tower, in two parties of six. It was very interesting, they had all the latest radar displays, cameras and automatic lock gates.

We could watch boats berthing down at Felixstowe, both on the very large LED displays and on the cameras, as well! Apparently, there are cameras all the way down to the sea, so you are being watched...

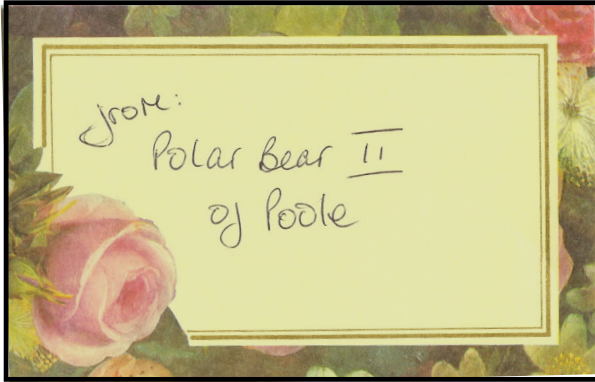
In the evening, after drinks on Tena and Tringa, we walked round to the “Lord Nelson” who had a new table arrangement and even though it was Cup Final night, served us very well, with their ample portions...

Sunday morning, we all said our goodbyes and hope to meet again during the season and again at Ipswich - the dates are Friday, 16 and Saturday, 17 May 2008.

# East Coast Rally Pictures



## A Message from Polar Bear II



20, Manor Road  
Martlesham Heath,  
Ipswich  
IP5 3SY.

Dear Cat-a-log,  
It is with great sadness  
that I have to report the  
death of my skipper:  
Grenville Beynon.  
I am a Nautical 36 and I  
have to be sold at Foxs  
Marina Ipswich.

Yours sincerely,  
Jennifer Beynon.  
my crew.

*What a lovely sense of humor at such a sad time. All our sympathies go out to Polar Bear II and her crew Jennifer Beynon.*

*Ed*

# Technical Support

The AIS Class B fitted to Karvinen is fully serviceable and good reception range is > 40nm. The maximum transmission range with no loss of data has yet to be established but 10nm has been no problem. By the Autumn the trial should have been completed.

We have chosen the subject of blocked diesel filters/water separators for this issue. It is more likely to occur with older fuel tanks that have built up rust and biomass deposits. However an uplift of contaminated diesel will affect boats of any age and the situation is not helped by the end of the draw off pipe being less than 4cm from the base of the tank.

Last month an NC44 was off rocks on a lee shore when the engine slowed down and finally stopped. The tank in use had unintentionally been allowed to fall half way into the red reserve band and this caused sediment to block the single primary filter. Following a desperate effort to change the filter the engine was restarted and the boat proceeded to the nearest port before failing again at the rocky entrance. In another incident, an NC33 engine stopped in the Channel Separation Zone very close to a bulk carrier. Both situations could have been disastrous.

There is a long history of diesel filter/water separator blockage incidents with leisure boats and we have certainly had our share of the problem. We know that the answer is to fit a 'duplex' filter with a changeover lever so that a clean filter and different fuel source can be selected in minutes, but the cost seems high if you haven't experienced the problem. However, you may find the following information useful.

There are three ways to modify the original single filter installation:

- 1) Fit a bypass pipe round the existing filter with 3 valves to allow the filter element to be changed whilst the engine is running. A cheap option but contaminated fuel will pass to the engine fuel filters and the outcome could be final!
- 2) Fit a 'duplex' assembly and be able to change the contaminated filter whilst the engine is fully protected and running.

- 3) Convert a single filter to a ‘duplex’ assembly. We asked Separ UK to look at our problem and they came up with a modification kit for post 1992 square Separ filters which are still in production. It includes all parts to make the latest SWK2000/5/U assembly but incorporates the existing filter. Excellent special price and well worth considering for Nauticats built after 1992.

	<b>Racor</b>	<b>Separ</b>	<b>Separ Kit</b>
Model	75500MAXM130	SWK2000/5/	
Price ex VAT	£399.00	£576.27	£299.00
Filter element ex VAT	£4.97 (201pm)	13.84 (00530)	
Filter serviceability gauge	Yes	No	
Sales & Advice	Paul Osborne	Geoff Ross	
Telephone	0121 5110444 (IPU Group)	01923 276007 (Separ) UK)	
Website	<a href="http://www.parker.com/racor">www.parker.com/racor</a>	<a href="http://www.separ.co.uk">www.separ.co.uk</a>	

The American Racor and German Separ filters are very similar and perform to the same technical standard. Both are well made but the Separ does not have the ‘filter serviceability gauge’ – with the engine running it shows when the filter needs changing. No tools are needed to change the filter on the Racor unit whereas the Separ filter cover is held down by 4 small screws.

Specify ‘petcock drains’ when ordering Racor units. Filters for both products must be 30 Micron. Don’t forget to specify the size of copper pipe being attached to the inlet/outlet ports so that the correct fittings are included.

Hope this helps and see you at the South Coast Rally.

Best regards

Richard Bartlett

01395 232789

*[rgbartlett@aol.com](mailto:rgbartlett@aol.com)*

## Celtic Rally - 2007

It was a gloriously sunny weekend for the Celtic Rally (Fri 8th June -Sun 10th) brilliantly organised by Patricia and coordinated by Michael, up on the River Clyde near Glasgow.



On Friday afternoon we set off from Rhu Marina to Charles Rennie Mackintosh's world-famous "The Hill House" ..the house he'd built for publishing magnate Walter Blackie on a hill above Helensburgh, just nearby. Mackintosh's trademark thin, vertical dark wood battens were all there, but a surprisingly bright,

light and liquid set of rooms, too, for the family .with sumptuous Art Deco lamps and Art Nouveau wall hangings

Then on Saturday we had THREE treats; first to the "Glenlee" ("The Tall Ship" as it's called in Glasgow) to see how sailors travelled the world in a sailing cargo ship, twenty four men squeezed into a wee deckhouse, with three watches of eight men each to handle the foremast, main and mizzen, and their thousands of square feet of canvas.



In the afternoon we continued to the newly restored magnificent Kelvingrove Art Gallery and Museum .a cross between London's

British Museum, Natural History Museum and Tate Gallery. A paradise of paintings, posters, art and artefacts, in breathtakingly sumptuous halls, replete with massive organ, Spitfire plane, stuffed elephant, French impressionists, ' Glasgow Boys' and more art deco lamps!





In the evening a delicious dinner at the Royal Northern and Clyde Yacht Club, where Stewart presented Patricia with a laser-etched 'diamond' as everyone's way of saying "Thanks" for an utterly superb weekend!



On Sunday we met for drinks and nibbles at Michael and Patricia's - with a birthday cake for Sophie! - where an unmistakable Nauticat flag flew over the garden, and the few of us who remained repaired to a Nauticat or two to end the afternoon.

Thirty-plus of us came from all around the country - and three intrepid sailors from across the Irish Sea! It was a feast of nautical life and Scottish culture, and the warmest welcome you can imagine.

Thank you, Patricia and Michael, for a brilliantly organised, heart-warming Celtic Rally 2007!

*David and Silke*

*Nautilia*

## Boaty Bits for Sale



Full cover for Nauticat 33. Comes in 3 sections for cover bow section, pilot house and cockpit area. The whole thing laces together

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ENO two burner gas stove with oven model 0823  
(now marketed as Gascogne)  
Very good condition.

Please contact John Rotter 07973803122 or  
[jrotter@globalnet.co.uk](mailto:jrotter@globalnet.co.uk)

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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.

# The 's Up Trophy

No confessions this quarter for the above trophy. I cannot believe you are all such good mariners that there aren't a few slip ups waiting to be divulged.

What about the member who fell into Yarmouth Harbour on the Isle of Wight with an outboard motor attached to his wrist, or the Nauticat 44, now in the Med which decided to lie down on a muddy bank somewhere near the Bristol Channel, or the gentleman who braced himself when he bounced off a rock in Finland while taking delivery of a new Nauticat 331.

All contributions are welcome.

*Ed*

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## Classified Advertisements

As of the last AGM a decision was made to make a one off payment of £25 for placing a classified advertisement in the Cat - a - Log. Will members wishing to use this facility please send a cheque to me made payable to the Nauticat Association when their advert is submitted.

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



# Classified

## Yacht Carpe Diem

**Nauticat 331 - Build year 2000**

SSR 123882    Call Sign MPVR2    Hull No. 1200

Health reasons regrettably dictate sale. We purchased Carpe Diem last year in Finland, with kind assistance from Nauticat UK.. She was, while in Finland, maintained and stored at Siltala's yard. She was used as showroom and demonstration boat and, on two occasions, also used for the Finnish equivalent of the Boat Show. Not surprisingly she is in immaculate condition. We have undertaken little more than short trips in getting to know the boat.



Accommodation is two double cabins with full size double beds, dressing tables, shelves and lockers. She has the wrap around settee with large table in the deck saloon. There is a separate walk in shower with hot water from engine or immersion heater.

Full electronic navigation with radar and autohelm package, as well as wind, with everything repeated at interior and exterior helming positions. Channel C card included. Engine is a 88hp Yanmar 4JH giving a cruising speed of 7-8 knots under power. Ketch rigged, sails are by Hood with roller reefing main and jib by Seldon. A bow thruster, anchor windless, holding tank and Erberspacher heating are fitted. Otherwise she has everything normally associated with a 331, including teak decks. New dinghy, outboard and fully serviced life raft included. A detailed written spec available by email or post

Offers considered based on £155,000

John & Sue Walters    Tel: 07967 508563    email: [jwdrafts@aol.com](mailto:jwdrafts@aol.com)

Located Ipswich in a marina berth.

# Classified

## 'Bold Bendigo'

Nauticat 44 Ketch 1995



**Pilothouse** with chart table and helmsman's seat.

**Galley** with fridge, deepfreeze and microwave.

**Dinette** with teak table and seating for six.

**Forward Cabin** with V berth and infill, built-in cupboard and seat, huge storage space.

**Large Aft Cabin** with central double berth, en-suite heads with separate shower; lots of storage space.

**Equipment** includes 3 batteries, 40 amp charger, Philips DGPS, Raytheon GPS, ST6000 Autopilot, I-com 601, VHF/DSC, ICS Navtex, Raytheon R21 Radar, Raytheon 650 plotter.

**Perkins** 135hp diesel engine plus £300 Perkins spares.

**Bow Thruster** with inside and aft deck controls.

**Warm air heating**, See-me radar enhancer enhances the signal whose radar picks me up and many other features and equipment.

Lying Hamble

In excellent condition throughout

**£235,000**

Tel: Owner 01494 673 552

E-mail: [d.hilton1@btinternet.com](mailto:d.hilton1@btinternet.com)

# 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**

# Classified

## Nauticat 33 (Mk 1)

### 'STORNELLA'

'Stornella' has been lovingly restored over the last couple of years and the result is a beautiful 'go anywhere' motor sailer. Built in 1974 Stornella has huge internal living and storage space. There is a double forecabin, head and a hanging locker ahead of the spacious saloon which will convert to a double sleeping space.

The wheelhouse is a joy to behold giving superb protection and all round visibility. The sliding doors and huge 'sun roof' give plenty of circulating air in the summer. The rear double cabin also houses a sink, vanity unit and hanging locker. There is plenty of storage space throughout. Stornella is fully registered and has a **FORD Lehman 80 HP DIESEL**

When Stornella was last bought she was halfway through a renovation project, which has been lovingly completed by her present owners. She has been restored to a very high standard with an impressive inventory. The hull construction is fibreglass, with a beautiful wooden wheelhouse, which is in very good condition.

- The wooden decks were completely lifted; the deck floor reglued and the decking re-laid all done lovingly by hand!
- Complete re-wiring from the engine through to all equipment .
- New lights in aft cabin
- New control panel
- New Engine, Oil and Water dials
- Steering changed to Hydraulic
- New suit of sails
- Full hull scrape and gel coat
- New exhaust and silencer
- New V.H.F., GPS, Speed and Depth log
- Engine serviced and winterised every year



Currently lying at home port in **Marchwood Yacht Club, Southampton**

Please contact: Paul or Annemarie **017983 700526** evenings  
or **0776 9696594** for further information or to view.

OIR of **£45,000**

## **FUTURE EVENTS**

### **South Coast Rally**

Weymouth  
13th - 15th July 2007

### **Laying up Dinner**

Lifeboat College Poole  
10th November 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