

# **CAT - A - LOG**

**A QUARTERLY NEWSLETTER FOR NAUTICAT  
ASSOCIATION MEMBERS**



*Geoffrey and Carol Parker on Dandelion passing St Helen's Fort  
near Bembridge on the Isle of Wight*



Nauticat Association Newsletter

Issue Number 45

Autumn 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)

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S to XL £12.99. White, Black, Bottle Green, Grey, Maroon, Navy Blue, Royal Blue, Beige, Yellow

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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. 45 Autumn 2007

## **PRESIDENT**

Ray Dennett

### **CHAIRMAN**

Stewart Turnbull  
01329 663160

Fax: 01329 661435

E-mail: chairman@nauticat.co.uk

### **SECRETARY**

Annemarie Yates  
Tel:01793 700 526

E-mail: paul-annemarie@tiscali.co.uk

### **TREASURER**

Barbara Matthews  
Tel: 01420 82738

E-mail: ancientm@hotmail.com

### **TECHNICAL SECRETARY**

Richard Bartlett  
Tel: 01395 232789

E-mail: rgbartlett@aol.com

### **EDITOR**

Robin O'Donoghue  
Tel: 01494 713569

E-mail: robidonoghue@aol.com

### **WEBSITE MANAGER**

Clive Cole  
Tel:01798 815261

E-mail: webmaster@nauticat.co.uk

### **SOCIAL SECRETARY SOUTH**

Sophie Turnbull  
Tel: 01329 663160

E-mail: chairman@nauticat.co.uk

### **SOCIAL SECRETARY EAST**

Robert Higgins  
Tel: 01787 222712

E-mail: oyster@onetel.net.uk

### **SOCIAL SECRETARY SCOTLAND**

Patricia Low  
Tel: 01436 820671

E-mail: ardgate@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 I sit down to write these notes, we have reached the end of yet another highly successful rallying season. It may sound a bit immodest to say this, but this claim is very firmly based on the comments, phone calls, letters and e-mails that I have received following each occasion.

The rallies were all very different, largely due to their very differing locations. The East Coast was small, intimate and very friendly in the truest Nauticat spirit. The Celtic Rally was larger, very much appealing to the inner soul, with wonderful visits to Hill House, the Tall Ship, Glenlee, and the lovely Kelvingrove Museum in Glasgow, while the inner man was catered for by the splendid Dinner at the Royal Northern Yacht Club. The season finished with the South Coast Rally at Weymouth, which was wonderfully attended, and which really shook up the old brain-boxes a bit. I won't say too much more about this as I know it is being written about elsewhere in this edition – however the one thing I would like to do as your Chairman, on behalf of all the members, is to thank our hard –working Social Secretaries without whom none of this would be possible. Sophie and I were lucky enough to be able to attend all these rallies, thoroughly enjoying each and every one of them, but we know how much work is involved in organising them, and I just want you Secretaries to know how very much we appreciate your efforts. I was able to help Sophie with a fair amount of admin for the South Coast Rally, but she was entirely responsible for both the quiz and the Treasure Hunt, and I can assure all of you who took part that you would have seen even more of Weymouth if my feet hadn't given out after 43 clues, while she was finding them!!

The next event on our calendar is the Lay-Up Dinner at the lovely Lifeboat College in Poole, which we enjoyed so much last year. We know that it will be a splendid evening and fortunately we have been able to solve one small problem. This year the Principal of the College had insisted that anyone who booked accommodation at the College would have to have the room for two nights. However, on the fourth time of asking, explaining what a difficulty this was causing

some of our members, they relented and we can now have rooms for one night only. As there are only ten rooms, they will be allocated on a first come first served basis. However if you would like a room and are not in time for the College, we suggest the Thistle Hotel, which is on the quay, about a ten minute stroll (or a short taxi ride) along from the College. We look forward to being able to welcome, along with old friends, as many new members as possible. The ones who came to the Rallies discovered, I hope, that we are a very friendly and welcoming group, who enjoy our parties as well as our sailing.

The final event of our Nauticat year is the AGM, once again in Bristol at the Novotel on 1<sup>st</sup>-3<sup>rd</sup> February, 2008. We had to choose an earlier date than last year due to the unavailability of the hotel on the later weekends in the month. We hope to see as many, if not more, of you as last year, as this is your chance to have your say on any matters to do with the Association, followed by the technical help session led by our wonderfully knowledgeable Technical Secretary, Richard Bartlett. We are also hoping to be able to organise our usual theatre visit on the Friday night – the show on at the time being “Mama Mia” which should revive a few happy Abba memories from the past. By the time we send out the booking forms, we will, of course, have full details.

We wish you happy sailing and hopefully some decent Autumn weather to help you enjoy yourselves, and look forward to seeing as many of you as possible at the Lay-Up Dinner, our one formal dress event of the year, giving our lovely ladies the chance to look out their prettiest outfits, (or, as the S. Coast Sec. suggests, buy a new one).

All the best,

*Stewart*



## How good is your VHF aerial ?

Probably like most owners we are minimal users of our VHF radio. Its main use is to hear coastguard weather reports and to contact ports and marinas when arriving in order to get a berth. Sometimes it is a source of amusement when listening to users being 'told off' for inappropriate use by the coastguard.

However I had a suspicion that our reception was not as good as it should be. This was confirmed on a recent sailing club long distance cruise when we couldn't hear both ends of a conversation between 2 other boats whom we were between on the water and who both were just about in visual range.

Later in Fowey, our mutual destination, tests confirmed that other boats could easily call up Falmouth coastguard, whilst we couldn't. As a result another skipper loaned us a temporary aerial which we rigged up on the spreaders using a flag halyard. This immediately enabled us to call the coastguard and gave us much better reception than we had been used to.

Further proof came when about a month later we were over in France. We had been told that with a good aerial we should be able to hear the UK coastguard when just off the Cherbourg peninsula (about 50 miles). Sure enough with the temporary aerial we picked up both Solent and Portland coastguards when a few miles north of Barfleur. This is something we had not experienced previously even though the boat is only 5 years old and we have had it for 3 years ourselves.

Further investigation revealed that Nauticat, on modern boats, generally use a Glomex 109 GRP aerial at the masthead which has on its base a standard SO239 VHF female connector. This is connected to a 10 mm low-loss coaxial cable which is terminated both ends with a PL259 male connector. This cable comes out somewhere inside the boat under the mast where it connects to another similar cable going to the VHF radio set.

Various tests were done on the Glomex aerial and cable and these showed a low SWR reading and a non-standard d.c. impedance (sorry to those readers for whom that is gibberish!). I talked to various people, including marine electronics installers, and the likely problem

was assumed to be a fault with the connector and/or the cable at the masthead due to water ingress (the connector on my boat had no protection, not even the plastic cover provided by Glomex - probably because it is made for a smaller size cable).

However when the installer went up the mast he checked out the cable and found it was fine. He then removed the aerial. On the Glomex the main body cover unscrews and when he did this out came lots of water. No wonder we had bad reception with water and corrosion over the coil and connections inside the aerial!

It turns out that the UK distributor for Glomex does not stock the RA109, it is only available on special order. Many chandlers sell the RA106 model which looks similar but has a special 'solderless' connector on it made for its accompanying specially terminated coaxial cable. As a result my supplier obtained a Shakespeare 5215 aerial which also has the SO239 connector and would fit on the Glomex masthead bracket. The good news is that the new aerial is fully encapsulated to stop any water penetration. Out on the water we are now hearing much more VHF traffic and, since we use a splitter on our aerial for AIS reception (a proper one designed for the job, I should add), we are now 'seeing' many more big ships on our SeaPro PC display.

Glomex aerials are supposed to be guaranteed for life – I am still waiting to hear about what that means from the UK distributor.

The reason for writing this article was to bring to other owner's attention the fact that you may not realise that your VHF reception is much worse than it should be. When making long offshore passages this may be critical in terms of calling for assistance.

Without test equipment the easiest way to check your system is to make a 'radio check' call to a distant Coastguard station (> 20 miles) on Ch 16 or its working channel (e.g. for South Coast sailors - Ch 67 for Solent CG, Ch 73 for Portland CG).

*Steve McCarthy - Vikla Nauticat 321*

[Steve.mcarthy@virgin.net](mailto:Steve.mcarthy@virgin.net)

## Who says there are no tides in the Med?

Just had to take the photo for proof we made 10.5 knots as we "rattled" through the Straits of Messina on passage from Italy to Greece. (the top right hand of the plotter screen shows our "accumulated" sea miles of 3563 since we left Bristol four years ago. We have now joined our illustrious Association Founders (and President) Ray and Jan Dennett in Lefkas Greece, a super cruising ground in the Ionian.



*For the technical:- Furuno combined Chart Plotter/Radar. Has the ability to overlay True Radar on the Chart Plot, a super bit of kit and a terrific aid to navigation.*

*Michael Fraser-Hopewell*

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## Sophie's Scribblings

It's a little while since I sat down at the computer and produced one of my little scribblings articles. However I think this year's South Coast Rally in Weymouth merits my inflicting one on you all. One of the most notable facts about it was the great efforts so many members made, most of them through terrible weather, to get to us. We were actually on the pontoon to greet the arrival of Colvin Rae and his crew who arrived looking an interesting shade of pale green, having been given a bit of a rough ride. Trevor and Sally Doran changed their plans at the last minute and booked into a hotel, a decision with which we heartily sympathised under the circumstances. However once everybody had arrived, the weather was quite kind to us, except for Friday night after the quiz when the rain came bucketing down. We were delighted to welcome new members to be with us and hope the experience will encourage them to become regulars.

The rally opened with welcome drinks, supplied by the Chairman and dispensed by our host boat skippers, Alan Langmead, Clive

Cole, Colvin Rae and their crews, to whom we are most grateful, as our lack of boat makes this impossible for us to do. We then walked round to the Weymouth Sailing Club for the Quiz Night, which only went to prove what an erudite lot Nauticat owners are. We had a break half way through for supper, laid on by the Sailing Club, supplying so much delicious food that most of us were stumped. At the end of the evening the results were extremely close, with the Alsop family winning by a whisker. Unfortunately, by the time we emerged from the Club, the weather had reverted to type for the season. The hardiest among us walked back to the marina, leaving those who wished to have a taxi ride to do so.

The next morning, to prove what a masochistic lot Nauticat owners are, a good number turned out for the Treasure Hunt, which took in most of central Weymouth both sides of the river. Most of the 43 clues were to be found before an excellent cold buffet lunch at the New Vic on the seafront, with just a small number afterwards. As Stewart told you in his notes, I was hoping to get up to 50 clues, but he saved you having to go any further because he went on strike, but it seemed to go all right. My worst fears were not realised as there was only one completely correct entry, and we also had two lovely canine entrants, Lucy the Labrador and Toby the dachshund who came equal first in the canine division, using a handicap system which took leg length into account. Following the rally I was very touched to receive a lovely thank you letter from Lucy, telling me how much she and her Mum and Dad had enjoyed themselves.

Following another session of Chairman's drinks on the host boats, we all walked along to the Rex Hotel on the seafront for an excellent dinner to round off what was a super rally.

It was great to have some new members with us and we hope we see them again soon, either at the Lay-Up Dinner or at the AGM, along with lots of our old friends, who were a delight as always. We are so glad that more members seem to be coming to rallies out of their normal sailing area, without their boats and hope that this will be a growing trend.

Good sailing and love to you all, *Sophie*

## Technical Support

Last week we received an email from the Moody Owners Association advising us of an alternative British manufacturer of engine raw water pumps. They have ongoing problems with Jabsco pumps on their Volvo diesels and it is quite possible that other groups of sailors have been experiencing similar problems with leaking seals. This approach is much appreciated and marks a big step forward in achieving an engineering dialog between the larger boating Associations.

It has been rather quiet since the last issue with only minor repairs needed to keep afloat during the summer holidays. The one exception involved a non member's new NC38 that reversed over a buoy mooring chain and apart from destroying the propeller, bent the 'P' bracket and propeller shaft. No spares were available as Nauticat had just started their annual summer break and this left the boat out of the water in Falmouth for about 6 weeks. We had a similar incident with an NC33 last year.

A member reported that his late model NC321 had developed a leak from the polythene diesel tank when heeling in rough seas. This was caused by separation of the joint between the filler neck and tank due to poor design and workmanship. We advised the owner to contact our two listed UK tank manufacturers for technical advice on the correct type of glue to repair the joint. The fuel gauge sender unit leaked as well!

Late model Nauticats seem to experience an unusually large number of door lock failures. These stainless steel locks are made by Mobella of Sweden which is in turn owned by Southco USA ([www.southco.com](http://www.southco.com)) and their European stock holding happens to be in the UK. Out Parts Suppliers List has all the details on page 8 and it's definitely cheaper to buy direct.

It was interesting to read the article on AIS in the last issue written by David Silke. He is absolutely right to highlight the potential problem of large numbers of Class B transmissions in a small geographical area. All Class A and B units have TX Off switches to avoid piracy on the High Seas. Probably a good idea to transmit when crossing the Channel and go to RX only when it's not advantageous for other ships

or the coastguard to see you. There are further system deficiencies that have only come to light since David wrote his article.

Due to a change in the technical specification for Class B, the static data (name, type of boat, length and draught but not MMSI) is sent in a different part of the message than that used by Class A. NASA Marine Instruments spotted the problem and changed their chip set during June 2006 but did not record the product serial number when the first units were modified. It's much to their credit that they now provide an easily (DIY) installed new chip for under £9. Having achieved the correct decode from the receiver we now find that virtually all PC software and plotters can only show static data from Class A signals. Garmin are about to release a fix for all their products but many PC software suppliers are pre-occupied with trying to run existing programmes on Windows Vista. The MCA have all their AIS software written by SAAB of Sweden but the Class B update is months behind schedule. Commercial shipping will only see the complete Class B message if their equipment is less than two years old. So there it is in a nutshell!

Hope you have had a good cruise this summer and see you again at the Laying Up Supper.

Best regards Richard Bartlett

[rgbartlett@aol.com](mailto:rgbartlett@aol.com) 01395 232 789

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



## South Coast Rally 2007

The 2007 Nauticat South Coast Rally was held at Weymouth Marina and was attended by a record number of members (45) and fifteen boats. Ten boats arrived a day early, on the Thursday, in the hope of a fair journey, but the unsettled weather meant that all the boats experienced rough and uncomfortable passages to Weymouth. The remaining boats arrived on the Friday. Sophie and Stewart Turnbull the organisers came by Camper Van and stayed at a local Camp site, and four other members came by car.



The early arrival ensured a prompt start to the celebrations, with drinks on board Tara, a Hardy Commander 32 TSDY (Stephanie and Clive Cole). With 24 guests congregated in the wheelhouse and cockpit Tara was rather stern heavy, indeed the stern boarding ladder was well---under water!.

Friday morning and afternoon, we enjoyed Weymouth, its attractions and shops, then at 17.00 hrs there were drinks aboard the two host boats Tara and Gentrice (Alan and June Langmead) a Nauticat 38. At 18.00 hrs we walked down the quay side to Weymouth Sailing club, where under Sophie and Stewart's direction we enjoyed a quiz, in which our general knowledge, science, natural history was severely tested, followed by a hearty chicken supper. The promised rain that had held off all day arrived, and we had a wet walk back at the end of an excellent day.



Saturday dawned fair and settled, perfect weather for the walking treasure hunt around Weymouth, so armed with maps and clues we set



off to explore the interesting little noticed aspects of the town. At 12.30 we arrived at the New Vic Hotel for a very filling buffet lunch. At 18.00 hrs Tara and Gentrice hosted drinks, then a leisurely stroll to the Rex Hotel on the sea-front, where we enjoyed an excellent dinner, and fine wines and a superb raffle to

raise funds for next year. Replete, we were entertained by Maurice Owens and Peter Stubbs with amusing verses and monologues. Colvin Rae expressed the member's appreciation to Sophie and Stewart for all their hard work in planning such an enjoyable weekend.

Sunday saw an early departure for most of the boats, with fond farewells and willing hands to help, in time to catch the tide and the 8 o'clock bridge,. However a few of us, Tara and Gentrice included stayed another day and were happy to be at a very pleasant holiday venue. Drinks aboard Celtic Voyager (Colvin and Sue Rae) ensured a sociable evening.

The remaining boats took advantage of a good forecast, and departed early Monday morning, we and the others traveled eastwards, for ourselves stopping in Poole for a couple of days, and enjoyed a very comfortable passage onward and home.

This Weymouth rally set a record for duration and attendance, an excellent long weekend, good company, food and wine, and lots of fun. Thank you Sophie and Stewart for making it all possible, the initial rough passage was well worth it.

Stephanie Cole



Arriving at Weymouth



The Flotilla moored 'Mediterran



On board drinks



Cocktails at the Rex Hotel



The Maurice C

# July 2007 Pictures



Quiz night at Weymouth Sailing Club



'Clean Style' in Weymouth Marina



Owen recital



Presentation to Sophie



Home we go

## Yachting Monthly's Revue of a 321

Rod Usher, 65, dropped the mooring lines his Nauticat 321, *Tenar*, and enthused: 'Having a pilot house saloon means you don't have to surrender to the rigours of time.' From the comfort of the pilot house we enjoyed panoramic views of the marshy Walton Backwaters as we motored out of Essex's Titchmarsh Marina on a chilly spring morning.

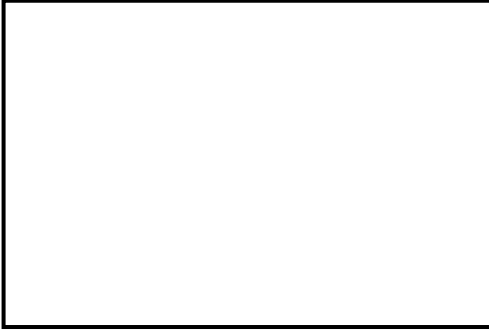
The user-friendly Nauticat is a natural progression for Rod, a retired head teacher, who was sports-mad in his youth and regularly played squash to keep fit until an unfortunate brush with an African parasite crippled him. In the early 1960s Rod had been working with Voluntary Services Overseas (VSO) in western Sudan, teaching English language and literature to youngsters. He picked up a hookworm in his left leg, which confined him to a wheelchair 17 years later. 'I was a very active person,' he said. 'I told the neurologist at St Thomas' Hospital, London, that I would go mad unless I found a new sport.' Archery was suggested as something he could do from a wheelchair. But Rod, a Quaker originally from Beverly, near Hull, had once spent 22 days on an Arctic trawler fishing for cod. It had given him a love of the sea, so he started a sailing correspondence course.

On his first boat – a Leisure 23, which he kept at Tollesbury, Essex – he sailed in a wheelchair. 'But then I got the bit between my teeth,' he said. He left his wheelchair behind after two years and instead used crutches. He bought a Sadler 29 and from 1986-2002 sailed her 16,000 miles from Tollesbury to Holland, Belgium and France with his wife Julia and sons Sam and Bob.

As retirement loomed Rod sought a bigger, more comfortable boat that he could sail with minimum fuss. He found the Nauticat 321, bought her new in 2002 and sailed her home to the East Coast from Southampton.

'The only modification I suggested to Nauticat was to alter the forecabin to make room for extra bookshelves, as Julia and I read a lot,' said Rod, who has cruised to Weymouth and back this season and hopes to squeeze in another cruise to Holland and Belgium before summer's over.

## Underway



A south-westerly near gale greeted us as we entered the Walton Channel, so we furled a third of the in-mast furling mainsail, which has vertical battens. All sheets and halyards are led aft, enabling Rod's crew, retired doctor Colin Keen, 72, to set sail

with ease. Next we rolled out just a third of the yacht's vertically battened genoa, which is an excellent downwind sail: 'I rarely use my cruising chute,' said Rod. Soon we were clocking seven knots towards the shingle of Stone Point. She was almost too responsive downwind and it took me a while to get used to such instant manouverability in a 33ft boat. She tacked as quickly as a dinghy in the narrow creek, which was constricted by other moored boats. *Tenar's* 4ft 7in draught is the shallow-keel version of the 321. Others sport either 5ft 3in or 5ft 9in fin keels, the latter with a bulb. The deeper keels deliver slight performance enhancements, but Rod is more than happy with the shoal-draught setup, which has obvious advantages on the East Coast. 'She's a dream to sail and we are in commission all year round,' he said. He only anti-fouls the boat once every two years, using two coats of Awlgrip.

## On Deck

The sleek lines of the Nauticat's pilot house make her look like the smarter type of estate car: a Peugeot or Audi, for instance. Such lines suit her high freeboard and, unlike so many of her uglier sisters, this particular Nauticat is a rakish-looking vessel. On the foredeck, she sports a 1200-watt Lofrans Tigres windlass, which will break out her 15 kg Bruce anchor after a good blow. Rod also carries a 12 kg Danforth anchor as a kedge. Webbing jackstays run along the wide side-decks and the in-mast furling mainsail is hauled out to a main-sheet track running across the coachroof. Around the gunwale, a solid teak guardrail is sensibly placed at mid-thigh height for the average

man. Rod had an extra gate put into the rail so that he can reach the pontoon from either deck.

The primary sheet winches are self-tailing, twin-speed Harken 40s, with a single-speed Anderson on the coachroof and a Harken 16 self-tailing winch at the mast for the main halyard.

### **Down Below**

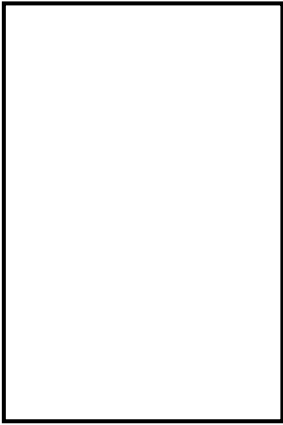
The pilot house, or deck saloon, is light and roomy with a large U-shaped sofa that can accommodate up to six people. There is plenty of stowage under the settee, which can also turn into a double berth.

A couple of steps below and offset to starboard is the chart table. But as the Nauticat's 'mission control', it's better described as a navigation station, complete with VHF radio, laptop PC with chart plotter and fixed Raytheon RL70 radar. On the standard Nauticat,



a steering wheel and helmsman's seat is fitted here, but Rod dispensed with these to give himself more room. 'They would detract from the open-plan layout,' he said. Instead, he's happy to stand at the nav station and if he's not helming the boat from the cockpit, he has two positions in the deck saloon where he can use the autopilot with an electronic remote control.

The galley is forward of the nav station on the starboard side, with copious space for pots and pans. It has a single sink, a top-loading 100-litre fridge, a gimballed gas cooker with twin burners and oven, but no grill. She has



pressurised hot and cold water in both galley and head.

Grab rails and handles abound: ‘Wherever you are on this boat there is always something to hold onto,’ said Rod.

The forecabin has twin berths, a hanging locker and plenty of stowage space. Just abaft the forward bulkhead to port is the head, which is fitted with a holding tank.

The after double cabin to starboard is cosy but has a low deckhead. Sensibly, room is given over to a deeper cockpit rather than a more

voluminous cabin, ‘Which I prefer,’ said Rod.

Rod is full of praise for his boat: ‘She is a dream and ideally suited to an arthritic pensioner. She is comfortable, strong, reliable, with most features stronger and larger than I expected.’

### **Under power**

The Yanmar 3JH3E 40 HP diesel engine is quiet and pushes the boat along at seven knots. Access points for servicing are good, though the impeller is tucked away behind the alternator. The stern-gland is a traditional one with a greaser. ‘If they need restuffing they give you plenty of warning and they don’t fail catastrophically,’ says the boat’s designer, Kaj Gustaffson.

### **Verdict**

When I was walking along the pontoon at Titchmarsh Marina, looking for Rod’s boat, I was scanning the yachts for a motor-sailer: a caravan-like hull with a mast plonked on top. It was a pleasant surprise when Rod tapped me on the shoulder. I’d walked straight past *Tenar*, because her attractive lines didn’t meet with my preconceptions. Nor did her sailing abilities. She was remarkably handy, if a little keen on heeling, though we did have gusts of up to Force 8. She is an ideal boat for sailors who might be on the verge of chucking in the neck towel, having tired of cowering under a sprayhood.

Price guide	£115,000 to £130,000
LOA	10.00m (32ft 10ins)
LWL	8.30m (27ft 3ins)
Beam	3.24m (10ft 8ins)
Draught	1.40m (4ft 7ins)
Displacement	13,300 lbs (6 tons)
Ballast	1.8 tons (4,000lbs)
Sail area	53.5m <sup>2</sup>
Engine	Yanmar 40hp diesel
Berths	Six
RCD Category	A
STIX	Not validated
Design	Kaj Gustaffson
Builder	Siltala Yachts
UK Agents	Nauticat UK
Tel:	023 8045 3900
Email	Clive@nauticatuk.co.uk
Website	<a href="http://www.nauticatuk.co.uk">www.nauticatuk.co.uk</a>

**For:**

- Although I'm not a fan of in-mast furling, I do like the loose-footed mainsail, which gives a healthy curve to the sail.
- Sea-kindly manners. Impressive finish down below and small details not forgotten – plenty of grab rails

**Against:**

- Although she's a lively performer, directional stability is not her strongest suit and in stays she was surprisingly tender
- Unlike most modern cruisers, she sails upwind at a fairly steep angle of heel

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*Many thanks to Dick Durham and Yachting Monthly where this revue first appeared. [www.yachtingmonthly.com](http://www.yachtingmonthly.com)*

# Classified

## Neridos

**Nauticat 33 - Commissioned 1981**

Hull No. 775 Part 1 Registered

Regretfully Neridos is for sale. Although a 1980 boat she has been continuously updated and maintained with an exhaustive list of gear and equipment less than 10 years old. She has, as well as the usual machinery, instrumentation and sails, a 4kw Zeise generator, a Candy 3.5kg automatic washing machine, 12/240v LCD TV and DVD Player, 2.7m RIB and 8hp outboard and all the essentials for living on board. The BIG jobs have been done - new epoxy coated steel fuel tanks, hull epoxied and Cop-percoated (2006). Not only a unique name but a unique boat.



For more details contact: [neridos@hotmail.com](mailto:neridos@hotmail.com) or 0030 694 881 5254

Lying: Ionian Islands, Greece (flights to Corfu or Preveza)

Price: £ 74,995 VAT Paid

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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.

# 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)

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## Vega

Nauticat 43 Ketch - build no. 75 - year 1989, commissioned 1990

Purchased 1999 from first owner. Sailed in Baltic, Med, Canaries and Ireland.

Now afloat Craobh Marina, Argyll, Scotland

Fully equipped, no bowthruster.

For health reasons I have to sell.

Price: £138.000

If interested, please contact me for details:

Thomas Tiedemann

e-mail: [ttman@btinternet.com](mailto:ttman@btinternet.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

### 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