

CAT - A - LOG

**A THRICE YEARLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS**



Oisin in The Solent



Nauticat Association Newsletter

Issue Number 57

Spring 2011

Merchandise

Heavy Pique Polo Shirt (35% Cotton, 65% polyester)

S to 3XL - Red, White, Black, Bottle Green, Royal, Navy. £14.80

Performance Polyester Polo Shirt (100% Polyester Pique with moisture management system) S to 4XL - Navy or White only. £18.70

Round Neck Sweatshirt (50% Cotton, 50% Polyester)

S to 3XL - White, Black, Navy, Red, Burgundy, Bottle Green, Royal.
£19.70

Two Colour Quarter Zip Fleece (100% Anti Pill Spun Polyester)

S to 2XL - Black/Charcoal, Bottle/Navy, Royal/Navy, Navy/Red,
Red/Navy. £19.70

Long Sleeve Rugby Shirt (CVC Jersey) S - 2XL - Black, Navy, Red,
White, Royal, Bottle, Gold, Sky Blue all with white collar. £22.50

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Navy, Dark Navy, Sky Blue, Deep Pink. £29.50

Size Guide (inches): XS 30/32, S 32/34, M 36/38, L 40/42, XL 44/46, 2XL 48/50, 3XL 50/52, 4XL 54/56

The above prices include the garment embroidered with the association logo and personalised with your boat's name and is inclusive of VAT.

Where delivery or collection is not possible, items will be sent by post at a cost of: 1 x item £3.50, 2 x items £5.00, 3/4 x items £6.20.

The following items are available from the Chairman inclusive of postage and VAT.

Association Tie - navy background with narrow red / gold stripes and Association Logo OR gold background with narrow red / navy stripes and Association Logo. £5.00 (*Reduced Price*)

The Nauticat Association Burgee. £11.50

Please send your order enclosing a cheque payable to the Nauticat Association for the appropriate amount to:

Colvin Rae, 30 Beacon Drive, Selsey, West Sussex, PO20 0TW

Any queries please call 07811 217633 or email colvinrae@aol.com

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Chairman's Notes

I thought my last Chairman's notes for the Catalog would be my last , so why am I writing this one? As no member came forward, before or at the AGM a month ago, to take up the position of Chairman it looked like the end of the road for the Association.

However at the eleventh hour Douglas Addison said he would be Chairman but not until February 2012. On that basis and with the approval of those present I agreed to continue for another year.

Having had great attendances at our last two AGMs 2010 was way down on numbers - was this a sign of the economic situation or a reluctance to attend given there were vacancies to be filled? A huge thank you is due to John Claisse for coming forward ahead of the meeting to take on the management and development of our successful website.

No one had expressed any interest in taking over from Roger as South Coast Social, however Sue volunteered to fill the post for a year (*in addition to providing invaluable support to the Chairman!*)

I had just had a note from Bob Higgins saying he felt unable to continue as East Coast Social secretary due to continuing ill health when a few days later I heard the sad news that Bob had died. He will be sadly missed by all his friends in the Association not just those east coast sailors but all of us who participated in any of the events he organised or met him at other events. Bob was a volunteer who having suggested there should be events on the east coast proceeded to get stuck in and make it happen, something he did cheerfully for many years. Although circumstances meant Sue and I were unable to attend his funeral, our thoughts are with Yvonne and his family at this sad time.

This means the Association needs someone to take up the reins as East Coast Social Secretary. If this interests you please get in touch with me.

On a brighter and positive note I believe in using a boat as much as possible. Cold weather alone is not a reason for me to stay ashore as Sue will tell you having enjoyed (*or do I mean endured*) two recent trips one just above 0 degrees C and the other well below! But both in

glorious sunshine and good winds. A cup of tea tastes so good after a few hours out.

“At-one-ment” has been out of the water at Birdham for her annual three weeks ashore. This year I (and Sue) are spared the ordeal of getting blue anti foul out of hair and fingernails as last year I invested in Copperbot! On lifting, the bottom was simply slimy with neither barnacle nor weed in sight and that after fifteen months in the water! A quick power wash off in the slings and that’s all that was needed. I’d heard good things about it from quite a few people over the years but the canny Scot always held back. Now I wish I’d done it years ago.

On Friday she was re launched spick and span at Birdham and on a truly mirror calm sea with absolutely no wind we motored back to our home berth, The Royal Clarence at Gosport – what a difference a clean bottom makes to boat speed and fuel consumption. It was a beautiful but somewhat eerie trip. Above the sky was blue with sun shining but all around us was thick still mist rising to some forty feet above the water reducing lateral visibility to about two hundred yards. I looked on it as an opportunity to sharpen up navigation and observation skills in readiness for the inevitable south coast fog.

The news that the Liverpool Boat Show was cancelled was probably not a surprise to many. While it would be good to have a major boat show somewhere other than in the south, three boat shows in the UK was probably one too many. After all, most other major sailing countries have just the one. We will have to wait for Southampton in September to get to an open air Guinness bar!

With an additional bank holiday in the next two months there should be plenty of opportunity for everyone to get out and enjoy the boats whose undersides we have become intimately acquainted with over the winter months.

The social programme for this year is well underway with both South Coast rally in Yarmouth booked and almost complete and the Celtic Rally taking place in Carrickfergus. I’ve even seen Sue’s initial thoughts on the Laying up supper – she really is thinking ahead or maybe just getting it organised so planning doesn’t interfere with the year’s sailing! All we need is the same good weather as last year.

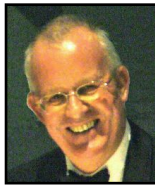
Those who attended the AGM received a brochure and CD produced by the RNLI on safety at sea I have a number of copies which I plan to take to the rallies but if you'd like one before then please let me know. They contain some good information and provide a useful and important reminder of the simple safety measures which are often easily overlooked.

May I remind members that if you value the services and watchful eye of the Coastguard and have not yet responded to the proposals to reduce the number and change locations of current coastguard stations then you should register your views. This can be done on line and the MCA website provides a link and other relevant websites are shown in the sailing magazines. I fear that unless a sizeable majority of leisure sailors respond to the proposals the service will be downgraded. While electronic aids are great there is nothing more comforting than knowing that should you need help the local coastguard is a simple radio call away.

I hope to catch up with as many members as possible both at our organised gatherings but also at the impromptu Nauticat events which seem to take place whenever two or more members are in the same place at the same time.

Best wishes for fair winds, calm seas, safe sailing wherever you sail this year.

Colvin



PS. Now we all have boats looking smart for the new season how about a smart Association polo shirt, sweat shirt or rugby shirt for you and your crew? - See the merchandise list in the Catalog for availability and prices.

Cherbourg to St Malo - Summer 2010

(A lesson learned about Tidal Coefficients)

We were informed by pilot information at the Capitainerie at Cherbourg that work was being carried out on the pontoons at Dielette. Pontoon mooring was not available in the outer harbour and we would have to proceed over the sill into the main marina.

We generally moor in the outer harbour at Dielette if we are proceeding to Cartaret as our next port of call. On checking tidal times in the Almanac and downloading the tide tables from Digimap I calculated that we would have sufficient height of tide to comfortably enter over the sill into Cartaret Marina. The tide was with us but with light winds we motored all the way so that we expected to arrive an hour prior to the marina closing.

On moving up the long approach from the harbour entrance and about 100 yds from the marina we touched bottom. Having seen a boat on its side in this area on a previous visit we quickly managed to turn 180 degrees and beat a hasty retreat towards the harbour entrance. The Almanac notes that there are no safe anchorages offshore so a quick alternative was required. We knew from previous visits that fishing boats moor against the wall and as it was nearing low water they would not be arriving until possibly 0400 hrs the next day.

We managed to moor on a temporary basis against a wide metal ladder obviously used by fishing boats and we moved all fenders to starboard. There were a number of ropes hanging down the stone quay and we secured the port side to these hanging ropes. We still had a foot or so of water under the keel which would now begin to settle on a sandy bottom close to the quay. We did not want heel over if the weather deteriorated so I climbed the metal ladder up to the quay and managed to lasso a rope near the cross trees. This was



secured to rings which were located on top of the quay. I made my peace with the authorities at the office situated near our mooring but was requested to leave prior to

the fishing boats returning at 4.00 a.m the next morning.

After the haste in securing 'Kir Royale' we were at last able to eat and dozed until we floated and could make our way to the marina.

St Malo.

We left Carteret and had an enjoyable few days at Granville – our favourite port on this coast. The two 80 year olds and a young 79 then had a splendid day sail sailing to St. Malo.

After negotiating the strong tidal streams and many rocks close to the approach we arrived at St. Malo mid-afternoon. We had made sure we arrived early well before the Bas Salons marina was open for boats of our depth to enter. We moored to one of the waiting buoys close to the entrance and waited for sufficient tide to motor over the sill. A few French boats came alongside to await the marina opening. A berthing master in a launch came out to give instructions for mooring and was helpful informing us about port information.

We left the marina after a few days and were careful to correctly calculate tidal heights prior to our departure for the River Rance; Please note the photograph of the boat of the skipper who miscalculated.



What lessons did we learn on this trip? In England we tend to calculate tidal flow and use tide tables to estimate depth. In France the Pilot Books also use tidal coefficients. The tidal coefficient for Cartaret was 40 which was below a mean neap tide.

Tom Cunliffe's crucial coefficients to remember are :-

- 20 - Mini-neap
- 55 - Mean Neap
- 70 - Average Tide
- 95 - Mean Spring
- 120 - Monster Spring

Peter & Betty Stubbs
Kir Royale

Logs from Ocean Blue

George Chadwick single handed his Nauticat 35 to the West Indies. George kindly sent his log for publishing which I believe could be of great interest; I will be serialising George's adventure as it unfolds.

Part eleven - 29th March 2008 - Fort de France to Portsmouth, Dominica

We got across the channel in a little over three hours, but then we were in the lee of Dominica, and the winds became fickle again. Peter offered to keep company with me, but I couldn't see the point of two of us having to fumble our way into Prince Rupert Bay in the dark, and told him to go on, I'd get in touch with him when I got in. After that it was a series of calms and squalls, the squalls coming when there were sudden rain showers on land, or when we passed a valley where a sudden katabatic squall would sweep out and send Ocean Blue luffing sharply upwind, pointing straight at the land; it kept me from straying too far to leeward!

By 7.00pm the sun had set and it was fully dark, I still had four miles to go to the anchorage, and it had become totally calm. I put away the mainsail and waited in the cockpit for any stray breezes, tacking the Genoa times without number for the next two hours as I tried to coax some movement to the N.

I couldn't even manage to keep her in place, it was dispiriting to see the distance to the place I'd set the chart plotter cursor on very slowly move from 4.36m to 4.41m during this period. I was just thinking about going for a sleep when the wind started again from the E and I was able to get up to 2 or 3kts in little bursts, finally making it into the bay at 10.00pm. The wind then decided to rise, and I had to roll up the Genoa to slow down, given that I was now approaching an unknown anchorage in pitch darkness. I first used the wind to carry me up to the N side so that I could tack across to the holding ground on the E side of the bay, then tacked N again in anchor soundings until I arrived at the area in which I wanted to anchor. This was not helped by a bay literally dotted with unlit wrecks and hulks, two of which I nearly nudded before picking them up in silhouette from the shore lights. I furled the Genoa at 11.10pm, let the wind give me a tiny bit of a backward push and dropped anchor in 12 feet of water. I've never been so tired since I started this trip, but I felt as proud as Punch as well, I'd managed a very difficult sail and horribly difficult anchoring situation without the slightest mistake, and felt I'd shown myself that my skills and self-confidence are at an entirely different level than they were before I set off on this voyage.

Called Peter on the VHF to ask him to come over in the morning to help me with the diesel, where my skills and self-confidence don't even reach the level of zilch!

Distance 72 Distance from Tarbert 5585
30th March 2008 - Portsmouth

Despite falling into my pit at 11.00pm and attaining immediate unconsciousness, I was awake at 6.30am and couldn't manage to convince myself to take a well earned long lie in and had finished my breakfast by 7.00am. I didn't get in touch with Peter until 10.00am, he'd forgotten to switch on his VHF, but he was over in Ocean Blue by 10.15am and going over the diesel to find out why it had stopped. It seemed obvious that it was a lack of fuel, but the reason wasn't obvious, fuel was reaching the fuel pump, but not the injectors. Peter was puzzling over the possibility of there being something wrong with the stop solenoid, and how to diagnose it, when there was a knock on the stern. I thought it would be a boat boy trying to sell me bananas or laundry services or something else I didn't want, and went up top to shoo him away, to be greeted by one of the nicest surprises of the trip, Chris and John from Moontide who I'd last seen in Isla Graciosa, where Chris had been so helpful in re-riveting my boom after I'd re-reeved the mainsail outhaul. I immediately got them aboard and got Peter up to meet them, it turned out they'd previously met in Las Palmas; we had a half hour in the cockpit, then the cabin when it began to rain, swapping war stories, then Chris and Peter got their heads together, and in an hour had worked out the solenoid problem and got the engine working again. I'm insisting on taking all three ashore tomorrow for a meal on me; without their help I don't know how long I might have got stuck here.

After they left there was a good bit of housekeeping to do, the bilge needed to be cleaned up of spilled diesel, the floor put back in place, then the dinghy inflated and back in the water, the decks topside put to rights because I'd been too tired to do it last night, and finally some stitching to do on the mainsail sailbag, which I'd damaged while reefing the main before we crossed the Channel. By the time I'd got that lot out of the way, I had the consistency of a greasy spot, so jumped off the back for a five minute splash before putting the solar shower to good use and returning to the human race. Meanwhile, Peter had upped anchor in Salara and moved over to join the rest of us, I went over to pick him up and we had a run ashore, we'll clear with the Dominican authorities tomorrow when there is someone in the office. We also arranged to take a trip up the Indian River tomorrow afternoon to see the local wildlife, this is done in a paddled boat so that the wildlife isn't disturbed, and is recommended quite strongly as a must-see in the pilot book. We've also tentatively arranged to go to a local waterfall and wildlife reserve later in the week; the parrot is on the national flag, and there are apparently many to be seen in the reserve.

On the way back to our own boats we called in to see John and Chris and poor Peter was ambushed by Chris, he doesn't have a drinking buddy as John's a non-drinker, so the rum flowed freely. By the time I poured Peter into my dinghy and got him back to Salara, I had my doubts about whether or not we'd be off to clear inwards tomorrow at 09.00am as originally planned!

31st March 2008 - Portsmouth

Peter showed no ill-effects from last night, so we were able to get ashore as arranged and get our inward and outward clearance at the same time, something that Dominica has decided to do for yachtsmen who don't intend to stay for more than a fortnight. After that it was time to wander around town, we even had a look in to see the local Sheriff Court, which was open to the main street as the court sat.

I got Peter to take a shot of me for my mum; I see that baggy, shapeless shorts and vapid expressions are all the style at the moment. We had a chicken roti for lunch then returned to our respective boats for a chill before going ashore for 3.30pm to do our boat trip on Indian River.



This is where part of Pirates of the Caribbean was filmed.

Our boatman, Ralph Williams, was very good at telling us the names of the flora and fauna, besides being quite an interesting guy himself; later in the week he's taking Peter and me on a tour round the top of the island, which

we're both looking forward to greatly. Indian River itself was wonderful, the jungle growing right up to the edge, with land crabs, fish and birds in profusion, and the occasional tree lizard. I don't suppose the navigable length of the river is more than 1 mile, but it really brought out the feeling of deep jungle, and then broke the illusion with a bar at the head of navigation where we stopped for a drink and a natter for an hour.

On our way back to Ocean Blue, I took some shots of the wrecks left after Hurricane Marlene in 1986; I think I counted at least 7 which still litter the beach.



This is a shorter than usual episode as I have so much other very good copy. Thank you. Ed

Confessionals

What's in a Name?

I have long been disenchanted with my name and felt that, had I been given a more *chap* name, I might have done even better at times during my career. My Christian name (Trevor) was given because it was my mother's surname. This must have seemed a logical enough derivation for my parents at the time, but when the TV sitcoms came to using the name *Trevor* to portray every conceivable type of idiot, I became even more disenchanted. At the same time, it always seemed *over the top* to change it, on even an unofficial basis. Now that I have retired and it is far too late to gain any benefit, my chance has finally come! I have actually found one that would be more apt!

We kept our boat in Greece and I had one year returned home on a stretcher, following a particularly spectacular swallow dive from the side of the boat. This had necessitated the crew (Sally) putting the boat to bed on her own, whilst I was otherwise engaged – propped up with a glass of whisky in the wheelhouse and occupying my time watching the young ladies walking down the road behind the boat (just in case they tripped and I could help). This necessitated a detailed string of shouted instructions, including finally, how to turn off the gas supply. “What do I do asked the crew?” with her head in the gas locker. To which I replied “Simply screw it clockwise”, confident in the knowledge that even my crew could not get this wrong. I went back to my cultural thoughts with renewed vigour and the comfort of knowing that this year, we had actually remembered.

We returned the following year on a late night flight, tumbled straight in to bed, to sleep the sleep that always came with being back home again. Next morning, feeling possibly a little over generous, for being allowed back again so early in the season, I got up early to make my wife a cup of tea in bed. I say got up advisedly - this was Greece; it is both hot and deserted. Getting up means only opening your eyes and getting vaguely vertical. Putting clothes on seems quite unnecessary at times like this.

With no one about, I ventured discretely to the outside gas locker, intending to turn on the gas, only to find it was already on. I couldn't

understand this, as my wife had many times and almost sharply, confirmed that she ***had turned it hard off***, each of the frequent times I had quizzed her and when we had got safely back to the UK. Clearly, the crew had let me down, or and more charitably, the yard had been most thoughtful.

Still puzzling over this, I went sleepily back below, to complete the task in hand. I filled the kettle and turned on the gas, with lighter in hand. On applying the light, there was a flash and a bang, accompanied by the unmistakable awful smell of burning hair.

It turned out that my wife had followed my instructions to the letter, but had mistaken the pressure regulator on the top of the regulator for the on/off valve on the side; She had indeed obediently screwed it down very hard. The effect was dramatic, to say the least and successfully modified our cooker to become a most impressive flamethrower. I had smelled burning hair!

The upside to this is that at least I could perhaps now feel slightly more justified in changing my name, without it looking too pretentious. I feel **St. John (Singen) Pubes** could perhaps now be more appropriate.

Trevor Doran

Clean Impression



It was ‘Safety Day’ at our yacht club – a day of demonstrations to make you acutely aware of all the advice you read in yachting magazines over the years but have failed to put into practice.

My wife Sally eagerly volunteered our boat, a Hunter 27, as a platform for the displays on the club pontoon and we gave

her a good clean, inside and out, the day before.

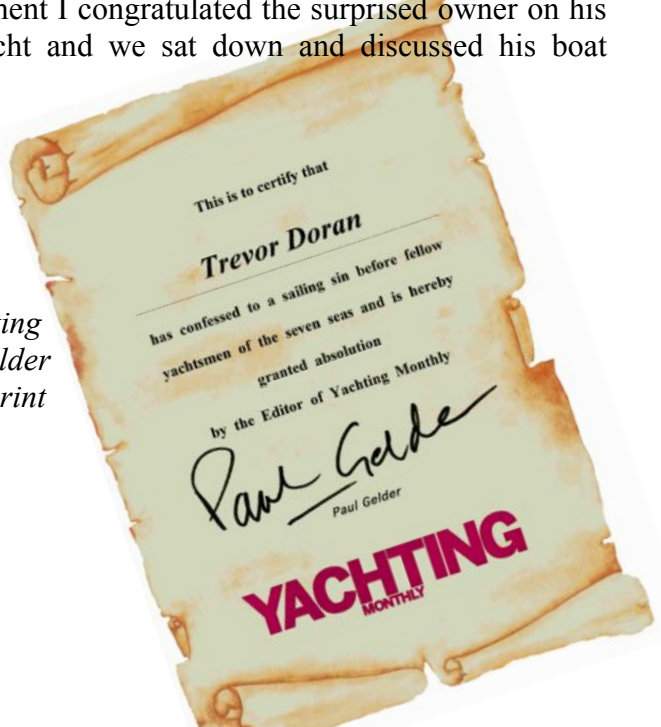
Arriving home, Sally remembered that she hadn't switched off the battery, so I offered to go back down to the marina and turn it off.

Exhausted from our cleaning antics, I reached our berth and was immediately impressed by the sparkling hull; the yacht looked better than ever. I clambered aboard and became aware of a strange face peering at me from down below. It wasn't my boat! It was a newer Hunter Channel 27 belonging to an unsuspecting visitor.

With deep embarrassment I congratulated the surprised owner on his meticulously kept yacht and we sat down and discussed his boat cleaning methods.

Many thanks to Yachting Monthly and Paul Gelder for allowing us to reprint this confessional.

Ed



Deadline for next issue - 1st August 2011

Copy can be sent by e-mail:
robidonoghue@aol.com - or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



The Crinan Canal

The Scenic Route to the Western Islands

We moored up on the waiting quay outside Lock 13 on the Crinan Canal. The fresh NW wind under our tail had made even this manoeuvre tricky. The lock was open, its tall dark sides glistening. We



watched a Nicholson 32, that had followed us into the canal, glide in to the lock having put two crew ashore to take the lines; luxury. This would be the last lock in of the day. The short cut to the Clyde from the West coast is 100 sea miles shorter than the route around the Mull of Kintyre. That was Plan A. Of course Plan B - round the Mull - had

already been rejected in favour of the canal. We could turn back and head south for Campbeltown and the Mull but sailing for us has always been partly about rising to new challenges. This was clearly going to be one of them. But now it began to look like a tough option for a lightly crewed yacht. Get to the Clyde by the short route, it sounds easy but as we found out shorter is not always easier.

There are two passages for sailors wanting to reach the Western Isles from the Clyde. You can head south and round the Mull of Kintyre before turning north towards the Inner Hebrides, or you sail north and pass through the Crinan Canal. From our base at Rosneath on the Gareloch, opposite Rhu Marina, the difference in passage time and distance is substantial: 24 hours or 155 NM via the Mull and 10 hours (55 NM) by the canal. The maths is easy, saving 100 miles if you take the canal. In practice, the two passages are chalk and cheese. Rounding the Mull requires settled weather and a favourable tide. It is not uncommon for yachts to be held up for several days on this passage. Furthermore, there are overfalls off the western approaches in the North Channel and in most conditions these must be avoided in the interests of safety and comfort.

In 2009, our first full season in Scotland, we had headed south in a F2 only to be hit by F8 of the SW corner of the Mull and all hell let loose

we jibed and as I went forward I inadvertently kicked the genoa sheet jammer open. In an instant we were under full sail! Steep seas and white horses as far as the eye could see, a world in turmoil. Great! And it was our maiden voyage in *Skylar*. In 2010 the sea was flat calm. We amused ourselves by watching the Dutch ST three master *Thalassa* overtake us as she headed towards N.Ireland. Then we hit the overfalls; they never look too bad at a distance. For 20 minutes we sea-sawed through the steep breaking seas imagining what it might have been like in strong winds.

This season our cruise was cut short by domestic circumstances, so we hastened south to reach the boatyard for a premature winter haulout. The Crinan Canal was our best option in these circumstances. We had motored down from Croabh Haven and entered the sea lock at dead low water springs (not a good idea as it turned out) with a strong following wind (even worse). Although we had lines ready we had seriously misjudged our ability and strength to throw them up over 5m to the waiting lock keeper. Shena got the bow line up first but my line fell short and the boat was blown quickly onto the side of the lock, The outboard took the brunt of the rasping effect of granite walls, reducing my embarrassment somewhat. Half the prop was sanded off and the gear lever was a poor reflection of its original shape. But the topsides were spared. With a last gasp throw I finally got the stern line up and we were secure at last. The Nic 32 chugged in and made light work of mooring, helped by a crew of four who had clearly been here before.

This, then, was our initiation into the Crinan Canal. We emerged into the basin where we moored up and went ashore to deal with the formalities and pay our dues - just over £100 - to the British Waterways Board (Scotland). While waiting we were treated to a free inspection of our gas installation. 'Better to be safe', the inspector said, but yours is OK although there is one wee point....' There always is. I muttered Nauticat quality to him but he was off to do the Nic 32.

At the Canal Office I picked up the helpful 'Skippers Guide to



the Crinan Canal`. It made it sound like a passage of roses and wine with buzz words like `picturesque`, `real treasure`, `tranquillity`, `idyllic still water`. Customer care danced off the pages. Going up and going down through the locks was explained and the techniques to operate the gates. It all sounded too good to be true. There was an American in `Golden Eye` an immaculate Hinckley 37 behind us. He had just crossed the Atlantic and was, coincidentally, heading for the same boatyard. It was his first canal passage, but he seemed to have no worries. We found out why later on.

The canal runs in a NW-SE line for over 8 NM. The first section after Crinan is narrow, winding between birch woods and meadows. Branches overhang the water; the atmosphere is rustic and sylvan, the countryside at its best. Water depths are generally good, at around 2m. The small marina at Bellanoch gave us the opportunity for a break for lunch and rest from the unremitting concentration required for safe navigation.

The afternoon should see us to Dunardry and the first in a flight of five unmanned locks. The chart showed a bridge ahead, and we continued with the renewed optimism that food can bring.. A notice on the bank advised us to sound the horn and in response to the piercing klaxon we were able to



see the bridge opening on cue. A good omen. Jetties are provided either side of the bridges in case of delays and the need to tie up but today we motored slowly through the watery equivalent of a Sussex lane. With the locks due to close down at 1630 we had enough time to reach Dunardry and the first flight for the night. And peaceful it was until the council grass cutters came along to mow the towpath banks and trim the hedges. After that peace reigned as there are no boat movements once the locks have shut down for the day.

Up to this point the locks had been manned. From this point on crews have to work the locks. It was clear that Shena and I were not going to manage as at least one crew member needs to be ashore to operate the

locks and another to take the lines. The Nic 32 had gone ahead and managed with a crew of four - two on board and two ashore. That seemed sensible but left us looking rather lightweight. I wandered up the to the basin and found the lock keeper. 'No', she agreed, 'you should not attempt the canal with just the two of you. You need Jim'. I soon discovered that Jim was an indispensable character in these parts. A canal pilot.

I rang Jim. He was committed to the American yacht *Golden Eye* - the Hinkley we had met the day before - but as he had Emma with him as his assistant, he would be happy to take us on. So it was that I returned to *Skyler* with the good news. The relief on Shena's face was tangible. Emma was a second year psychology student at Glasgow University who was thoroughly enjoying her vacation job.

They were a great team. As soon as the flight of five locks at Dunardry were clear Jim ushered us in followed by *Golden Eye* and made sure we were properly secure before operating the sluices and gates. Then our convoy of two was off, proceeding sedately at about 4 knots along the canal. Up ahead, they would prepare the next lock and be ready to take our lines. There were few hold ups as the canal was not busy this late in the season (end of August). A brief rest for lunch, and by 1500 we were at the sea lock in the harbour at Ardrishaig on Loch Gilp. The transit of the canal had taken just 5 hours. We paid Jim and Emma the standard fee of £50 for pilotage and joined the Americans in a generous gratuity for a job well done and much appreciated. We were now within a day of our boatyard. We spent the night at Portavadie Marina a few miles down Loch Fyne, a



splendid place for a night with perfect shelter and an excellent restaurant. For our last night of the summer cruise we wanted a peaceful anchorage so we set off down Loch Fyne tacking in light airs which gave us plenty of time to enjoy the

coastline! Eventually, with the wind down to SSW F2 we opted for the engine and continued for two hours in benign conditions to the anchorage in Caladh Harbour across the loch from the Burnt Isles off the island of Bute. After two attempts to find good holding we settled down to watch the sun set over the hills, and listen to the birds feeding along the rocky shore. A seal swam by, checking out the five yachts that lay at anchor in the bay.



On the 27 August we woke to a dismal forecast with winds predicted to increase from F5 to F7 from the NW with showers and rain later. It was depressingly accurate and seemed to signal the end of our cruise; at 11.30 we motor sailed out into the Kyles of Bute in a freshening W F4. A call to the yard confirmed our scheduled haul out at 15.00. As we reached Rosneath the wind was up and heavy squalls came down the Gareloch making our approach astern to the tiny jetty at Silvers Yard challenging. This manoeuvre is necessary as we have to be loaded stern first on to the travel hoist. The fine view up the loch towards Faslane and the Lomond Hills has disappeared in a violent



rain squall. We rushed to get the sails off before the weather hit us. As it often does in this part of the world, the weather had the last laugh. But what if we had been rounding the Mull in this lot, I thought. Far better to be cosily tied up in your home port. As for Plan B, the scenic route worked out pretty well in the end.

The Crinan Canal - facts and figures

- Length: approx. 8 NM.
- Depths: 2m - 6m.
- 15 locks - including 2 sea locks. Only the sea locks and lock 14 are mechanised.
- Locks 2 - 13 are user operated.
- 7 swing bridges.

- Maximum air draft (overhead cables) 28.95m
- Speed limit - 4 kn.
- Built: 1793 - 1801. The sea locks were enlarged in 1930 - 32.

Local places of interest

Within a few miles of the canal there is much to see and do. There are moorings in the basins at either end of the canal and at Bellanoch.

- *The Canal* is a listed monument.
- *Kilmartin House Museum*. An independent museum with local artefacts and interactive displays.
- *Dunadd Hill Fort*, ancient capital of Dalriada.
- *Moine Mhor* (The Great Moss) Nature Reserve. One of the last expanses of raised mire in Scotland supporting a rich and distinctive ecosystem.
- *Achnabreck Cup and Ring Marked Rocks*. The largest expanse of pre-historic rock-art in Scotland.
- *Ardrishaig Water Waster*. Completed in 1895, this unique system maintains a safe water level in the canal. Excess water fills a bucket on one end of a rocker mechanism, the weight of which unseats a plug attached to the other end, discharging surplus water into the sea.

Andrew and Shena Reed - Skyler

South Coast Rally 2011

29th June – 1st July 2011

Yarmouth Harbour, Isle of Wight

Spaces have been reserved at Harold Hayles pontoon for Wednesday 29th June and Thursday 30th June. Dinner has been arranged at Jireh House Restaurant for the Wednesday evening. On Thursday lunch has been organised at Yarmouth Sailing Club and dinner at the Royal Solent Yacht Club.

More information and booking forms will be sent out mid April once menus and prices have been agreed.

Closing date for the return of booking forms will be 31st May.

Sue Rae - South Coast Social Secretary

Pelagos Refit 2010/2011

It was during our Summer Cruise that Wally said, “It is time that the engine came out and was reconditioned”.



We were enjoying the delights of the new marina at St Cast, just to the west of St Malo, at the time. It has all states of the tide access, and has excellent pontoons, designed for the larger visiting yacht, which

meant the pontoon was longer than our boat. A rare occurrence in France!

The town of St Cast was a pleasant walk away via a new coastal promenade, roughly a fifteen minute stroll. There were many shops and restaurants to provide all the needs

for both Pelagos and her crew. We had come here from Guernsey after our stay in Beaucette Marina and visits to both friends and family.

Our plan was to continue west, but winds in the Northwest decided us to stick around. We did visit St Quay Pontrieux so that we could slip into Binic more easily, and likewise Sablons to enter the River Rance where we stayed over two weeks in the lovely Marina at Plouer sur Mer. Our cruise home to Plymouth by early August would give us time to plan for the refit.

We chose Blagdon’s yard to lift out. The reason being, that they do a good deal for winter storage. October to May, eight months, and it is next door to Mayflower Marina where we now moor the boat. Another factor, our woodwork man has his workshop in the yard. All other jobs that would be involved, engineering, re chroming, stainless steel work/polishing, sail lofts, polishing of hull, repainting topsides, galvanising and upholsterers are all easily located. Plymouth has lots of small businesses to cater for all boat needs.

Our first priority was to book the engineer. All Marine Engineering is

based at Saltash which was our choice since we have used them on previous occasions. The engine would be removed by them and taken to Yeo and Smith of Plymouth to be stripped down and sorted! They too have been around for a long time.

They had an identical engine to ours in their workshop in the process of a rebuild, so were keen for us to see what they do. Wally having had plenty of experience in this field knew the moment he set foot inside, that this was the place to take the engine. The four staff take a pride in their work, they were pleased that we wanted the engine repainted, as well as fully rebuilt. The Perkins 4.236 they were doing at the time was from a work boat and the owners decided not to have it painted. It left the workshop looking not dissimilar to when it arrived, which was a pity.

Pelagos came out of the water on the last day of September, and five days later the engine had been removed and taken to Yeo and Smith. Now the real work inside had to begin. The black hole had to be cleaned, new engine mounts located, these with the help of Richard Bartlett of course and a chance for some of the woodwork jobs to begin. Richard Bettison of RB Shipwrighting was our man, time served at Mashfords in wooden boat building, has been looking after Pelagos for a while now.

Well having a “woodie” as the Americans say needs an expert in wood. Not a job for the inexperienced!

We had decided to remove the Rinnai gas multipoint water heater and use the space for other storage. We have a calorifier and immersion heater so the gas heater was not really required, just taking up space. Fiddles for mugs, a new mahogany top for the stern cabin where the sink had been and refurbishment of the table in the pilot house was the start. Some remedial repairs to other areas in the pilot house led to new locker access boards replacing the sliding doors under the steps which always got stuck!

We wanted the engine back in before the bad weather, so that we could put on her fitted cover. Project managing was Wally’s priorit. Everything went to plan and one month later the engine returned having had a six hour test run at Yeo and Smith to check for small leaks etc.

The yard have a forklift with a bar attachment to remove engines. As we had already replaced the heavy large sliding roof with two Lewmar hatches several years ago, the engine came out and went back in through the starboard doorway with both door and washboard removed. With the cover on, we felt that we could stand down !

The other jobs could be completed at a slower pace, our engineer doing all the rewiring as necessary and reconnection of the shaft.

The propeller, we had always thought too large on Pelagos, it was in fact 24cm diameter, not 22cm diameter as in other 33's. Luckily a fellow NA member had a spare which we took to Teignbridge Propellers in Newton Abbot for refurbishment. With a "new" propeller in place, it looks a treat!

I am writing this in February. As we wait for Spring to arrive when the cover can come off and cleaning commence, I hope we have good weather. We plan to paint the topsides , another job on the list, along with all the other annual chores .

Sometime in May she will be back in the water and ready for our next Summer's Cruise which will be to Southern Brittany.

Allene Scrimshaw - Pelagos Pictures on Page 23

LAYING UP GATHERING

Just a quick note for diaries (*I know we still have the whole of this glorious summer to spend on the water before the spectre of "laying up" forces itself into our minds*) I have arranged something a little different for our 2011 "laying up" social event.

It will be held in Poole on 11th November and on this occasion will take place over a long lunch. I thought there was a possibility more members might be able attend if late night driving was not required.

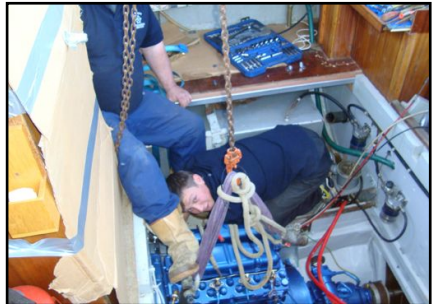
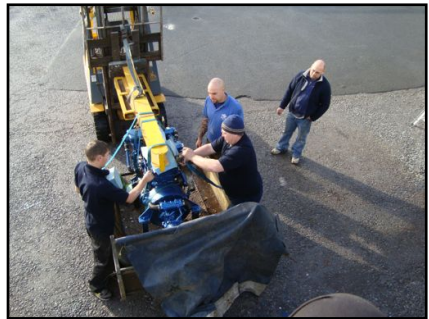
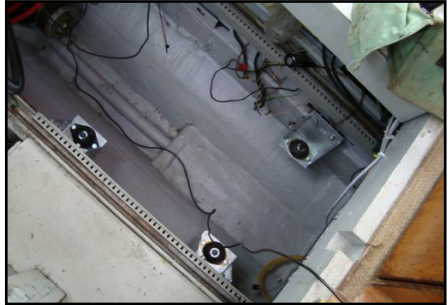
Let's hope so.

More information in the next Cat-a-Log.

Look forward to seeing you all over the coming months.

Sue Rae

Pelagos Refit 2010/2011



Bob Higgins - In Memory

Julia and I (*Rod Usher*) were able to go to the funeral of Bob Higgins, who died recently. The service of thanksgiving was held in the beautiful parish church in Coggeshall, Essex. Colin and Victoria Lister were there from the Nauticat Association, along with Mark ?, who used to have a large motor boat in Ipswich Lock.



The family took an active part in the service and spoke so movingly of Bob's life - full of adventure, as you probably know. He was a great walker, cyclist and then paratrooper in his younger days. He 'jumped' 72 times!

After that he and Yvonne set off for Africa - Bob dipping his toes in the water first, but soon followed by Yvonne and their first daughter. Bob flew all over East Africa - offering a service to those who needed to get around quickly. He did that for the next 25 years. On three occasions he flew a light aircraft from East Africa back to England. Once he helped someone who had bought a plane to fly it to Australia - as they did not know how to do it!

Then there were the sailing years, and his loyal service to the Association.

I first met Bob in Zeeland, southern Holland? We were sailing into Middelburg when he spotted us coming round the corner in our smart new Nauticat 331. The next I knew he was taking a line as we tried to enter one of those silly narrow boxes in the main street! It was Tenar's first cruise to dear old Holland. I was lucky to have such an experienced sailor to help me into a tricky berth. After that we were regular attendees at the Ipswich Meets - great fun. Bob worked so hard to ensure we ate well, had host boats for pre-supper drinks and also provided a range of activities in the surrounding area for the Saturday morning social time together.

As a great pilot in the vast spaces of Africa I thought the following paragraph by Beryl Markham from "West with the Night" was appropriate with which to remember Bob:

“There is a feeling of absolute finality about the end of a flight through darkness. The whole scheme of things with which you have lived acutely, during hours of roaring sound in an element altogether detached from the world, ceases abruptly. The plane noses ground ward, wheels touch, and the engine sighs into silence. The dream of flight is suddenly gone before the mundane realities of growing grass and swirling dust, the slow plodding of men and the enduring patience of rooted trees. Freedom escapes you again, and wings that were a moment ago no less than an eagle’s, and swifter, are metal and wood once more, inert and heavy.”

Rod Usher

The New Website

Welcome to our new website, designed to improve the exchange of information between all those interested in Nauticat Association matters and to make it easier to access relevant information.



The web address remains the same as for the old site (www.nauticatassociation.co.uk).

The Home Page carries Latest News announcements and links to further information. The Home page will have the following links:

- Join Us - Benefits of joining plus a form to download to send to the Secretary.
- For Sale/Wanted.
- Members log - in - Generic password to be issued to paid up members annually by e-mail.
- Members links (Accessible by password).
- Home page.
- Events - Details of events from the Social Secretaries.
- Technical Section - as in the old site and as from the Technical Secretary.
- Cruising Section - Cruising Secretary Admin - Association business e.g. AGM, Secretaries announcements
- Contacts - Officers contact details will be in the form of Chairman@nauticatassociation.co.uk

The Member's area is protected by username/password and is changed annually. Secretary Annemarie Yates will issue passwords by e-mail on renewal of Membership. Please ensure that she has your current e-mail address (annemariepaul@hotmail.co.uk).

I will have control of the input. Please send any material you wish to have posted on the website to me j.claisse@btinternet.com. (This will become webmaster@nauticatassociation.co.uk when the new site is live)

Please send your material in Word or PDF and photos in JPEG. If I need to edit them (e.g. they are too big) I will contact you before placing on the site.

Please share your experiences, both technical and operational by e-mail or post to the Secretaries, Web Master and Catalog editor as appropriate (addresses in the "Contacts" link).

John Claisse

Webmaster

j.claisse@btinternet.com

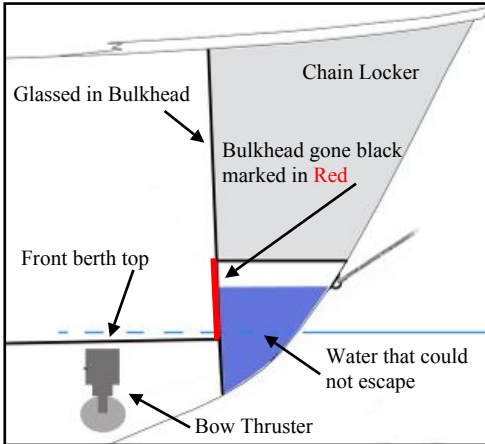


Nell

This is a problem I had with my NC38 when it was only about two years old. I had a serious leak below the chain locker that was destroying the veneer in the forward cabin. No one at Nauticat would admit to any problems with any Nauticat 38's and no one had any ideas how it could be repaired.

To get the bulkhead back to looking good I had to sand it back to bare wood, dangerous on veneered ply. Then I liberally painted the darkened area with oxalic paste made up with a mixture of oxalic crystals and a tiny amount of wall paper paste, this was allowed to dry then washed off and another coat of the mix applied, it took about three applications taking several days using the paste before it restored the bulkhead to what looked a normal colour, then after a week or two to dry I varnished it with about four coats of Danish oil, it's easier to apply than poly varnish and you get a better finish.

I've just been looking through old pictures and thought it may be of interest to any Nauticat owner so the following pictures show what was going wrong and how I fixed it:



Since doing this repair no one has ever noticed that I ever had a problem.

I've never taken a picture of the area after I repaired it but I assure you it's still perfect to this day.

Dave Beckett NC38 "NELL"

PS.... For more pics of "NELL" look me up on my blog.... Just Google for "Lord Nibbo"

Fuel for Boat Engines

Marinas advertise the availability of diesel fuel and the majority of boat owners rightly assume that they are buying this product. In fact, they are usually being supplied with gasoil which is cheaper to buy than road diesel, has a lower 'cetane' rating (similar to octane rating in petrol), dyed red for taxation purposes and is exclusively for non road use. In addition, the tax on gasoil is significantly lower than that levied on road diesel. Gasoil and central heating oil are the same product.

The EU legislation for the introduction of more environmentally friendly fuels is contained in the Renewable Transport Fuels Obligation (RTFO). From January 2011 refiners must include a renewable fuel content in petrol and diesel of 3.5% overall but this is to be increased to 4% from April 2011. For example, if a refinery produces 1000 litres of fuel of which 700 litres is petrol and 300 litres is diesel then they must include 35 litres of renewable fuel but the ratio of the mix is at the discretion of the refinery.

Ethanol which is blended into petrol and FAME (Fatty Acid Methyl Ester) which is blended into diesel, are renewable fuels derived from palm oil but the latter can also be produced from oils salvaged from the catering industry and other sources. Their price fluctuates on the world markets so the refiners add them on a tactical basis to satisfy the minimum EU requirement. In addition, refiners are given tax breaks to encourage them to increase the use of fuels derived from renewable sources.

At present, the RTFO does not require FAME to be blended into gasoil which forms a tiny proportion of a refinery's total output. Gasoil is mainly consumed by agricultural vehicles, small boats and central heating boilers but the EU is actively pursuing its inclusion and we can expect a change within 18 months.

As a general rule the oil companies and their distributors buy fuel from the nearest refinery and market it under their own name. Fawley near Southampton produces ultra low sulphur road diesel with less than 2% bio content and gasoil which is bio free. The specification of fuel delivered to your marina will vary according to where it is sourced and the level of local demand. It is possible that some marinas will receive road bio diesel which has been dyed red as it exceeds the specification for gasoil but is still taxed at the lower gasoil rate. Marinas should insist on a Certificate of Compliance for every delivery so that customers can be informed of what they are buying.

The sulphur content in all diesel and gasoil has been reduced over the last year from 1000 ppm (parts per million) to less than 10ppm. It is removed at an early stage in refining (called deep hydro-desulphurisation) so there is at least a common standard for both types of fuel. Sulphur is a good lubricant for diesel injector pumps and is also a mild biocide that reduces the growth of the ‘diesel bug’. Additives produced by companies (such as www.infineum.com) restore the lubricity characteristics of diesel and gasoil to the performance level required by fuel injection equipment (FIE) manufacturers. Whilst the new specification makes the fuel considerably less resistant to biological growth it will not increase wear on mechanical parts.

In summary we should look at two scenarios involving gasoil – present and future.

Present: If you are sure that the fuel being delivered is gasoil and the supplier certifies that his tanks contain no diesel then there is nothing to worry about. Just add a biocide each time you refuel and keep the tanks full during periods of lay up.

Future: The RTFO may be extended to include gasoil within 18 months. All fuels which contain FAME have a ‘shelf life’ of about 6 months from mixing at the refinery before the bio content starts to degrade. Marinas and barges with relatively low fuel sales should be avoided, especially after the winter period. Condensation in tanks will be minimal on later Nauticats where there is over 2 metres of vent pipe before the skin fitting. This means that the static air in the tank does not change whilst the boat is stationary. It used to be good practice to fill the tanks before winter lay up but the slight increase in internal corrosion of mild steel above the fuel level must be balanced against the need to control enhanced diesel bug growth. Treatment with one of the biocides available at chandleries will limit bacterial activity but why have so much fuel in tanks in the first place?

Whilst the world price of renewable fuels for blending is so high, the oil companies will continue to add the minimum ethanol and FAME that the EU deems acceptable. Naturally, the ‘Greens’ will be watching this one very closely.

Richard Bartlett

(Technical Support, UK Nauticat Association) - March 2011

Technical Support

We hope you find the article on boat engine fuel interesting and must thank the oil companies, their distributors and marinas for providing the information we needed. Apart from fuel management it does highlight the error in comparing the cost of marine 'diesel' with the road pump price. Advertising marine fuel 'at cost' seems a generous concession until the product turns out to be low grade gasoil with a lower tax rating.

A series of tests on fuel treatments have been published in the May issue of Practical Boat Owner. We questioned the author as to why the amount of contaminants in the initial samples varied between 3.71 and 62.65 when they had all been taken from the same source. In addition, they had used old pre January 2011 diesel which had high sulphur content (natural biocide) and no added FAME. One treatment was very effective after one day but after 10 days the diesel bug had multiplied dramatically. We need tests conducted on contaminated ultra low sulphur (virtually no natural biocide) gasoil which is supplied as 'diesel' by the majority of marinas. The results would have been more useful if the samples had been tested after two weeks and again at three months, not after one and ten days.

It's now time to move back onto the subject of Technical Support. We have had a relatively large number of emails and phone calls and hope our advice has been helpful. Please prefix your emails with boat name, model and hull number as it saves time cross referencing various lists. The generally high level of serviceability over the last 12 months is a credit to our members and shows that the 'fleet' continues to be well maintained.

NC52 in Croatia: Auxiliary Roheico generator powered by 35hp Bukh diesel. Alternator failed and there was an exorbitant quotation for a replacement. After consultation with Veli Karja at Nauticat we could confirm that it was original equipment but the alternator manufacturer was no longer in business. Advised owner to remove alternator and return it to UK where it is now being repaired near Leeds.

NC33 with Ford Gustavson conversion: Internal oil cooler failure allowing seawater into gearbox. The marinisation parts for these engines are no longer available but new heat exchangers of a similar size can be supplied by Bowman of Birmingham. In fact, they can supply a complete kit for the Ford 2712E (4 and 6 cylinder) engines. The owner was advised to have the gearbox reconditioned.

NC331 Eberspacher diesel heater failure: As a general rule they do 800 hours before the heat exchanger needs replacing. Any sign of a black oily substance running down from the outer exhaust skin fitting indicates the need for an overhaul. Easy to remove unit and a simple DIY job back at home. Spares are extremely expensive but a good discount is often available away from the marine environment. The majority of these units are fitted in lorries, coaches and ambulances.

NC 43 windows leaks: The original windows were made by NC Berg (Denmark) and leaked badly. Repair of this type of window is not possible because the frame is very difficult to prize apart and the rubber seal round the glass is no longer available. NC Berg is still very much in business and retains all the original drawings so a decision was made to have a complete new set made to the latest specification. The cost was surprisingly reasonable and they are easy to remove and install. All Nauticats have 10mm thick forward windscreens and 6mm elsewhere.

NC33 early model: Cruising speed seemed slow in comparison to other NC 33s. Propeller examined and found to be incorrect specification for the boat. Technical Support knew another member had a spare one of the correct type in his garage which was then tracked and balanced before fitting to the boat. Both owners were very happy with the outcome.

NCs speed logs pre 1995 – hull fitting: For some reason Nauticat did not fit hull tubes with a flap that limits the ingress of seawater when the paddle wheel is withdrawn. It is so much better to insert the blank when moored for long periods and substitute it for the clean paddle wheel when cruising. The new hull fitting is an Airmar P17 from Neil Robertson, nrobertson@airmar-emea.com (St Malo). Cost about £40 complete.

These are just a few of the items that have come our way and we hope you find the information useful.

Happy Easter and a good summer cruising. *Richard Bartlett*
rgbartlett@aol.com 01395 232789 07831 647105

Notice to owners with Garmin chart plotters:

Blue Charts have been updated to 2008 and will cease to be available after December 2011 *Richard Bartlett*

A South African Nauticat



Whilst on holiday in Cape Town this February I came across a company doing trips with a glass bottomed Nauticat. What would this Nauticat look like? How did the glass bottom work with the keel? Did it save having to antifoul every winter? Were there any speed benefits – a glass bottom has to be more slippery through the water?

My question is, should I consider this modification for Oisín, I mean it could be very useful around the South Coast of England; I could see any underwater hazards coming. There are additional benefits as well, I could do trips; I could charge a fee to show South Coast tourists what wonderful sea life we have in the Solent.

So with all these thoughts buzzing around in my head I waited in anticipation for the yacht to arrive. There was a lovely breeze so would she sail in with all sails pulling.

Was I disappointed? YES. What a nerve calling this boat a Nauticat. Surely they could be sued under the trade description act. I think Siltala should take action and I encourage the Nauticat Association to do the same.



I left them a copy of the Cat-a-Log but they didn't seem interested or want to join the association.

Ed

Coastguard form CG66 provides information on your boat to all the UK Coastguard Stations and this data base is also accessed by all European safety organisations. Go to www.mcga.gov.uk and follow the directions at the bottom of the home page. It's a good idea to check the details and re-submit your CG66 every year. *Richard Bartlett*

Classified

Nauticat 33 Mk 2 – commissioned 1991



Owned by the Technical Secretary for the last 15 years and in excellent condition. She is the 'sailing' version with a deep keel, bowsprit and taller rig. The aft double cabin has en suite heads and the entire boat is trimmed in light blue Alcantara. This single pilothouse door version has the helm and additional cupboards to starboard and chart table with much improved seating to port. The design is half way between the NC33 and 331.

- Ford Sabre 90 engine
- Furlex genoa roller reefing
- Teak decks and coach roof
- Lofrans powered windlass
- Lazy jacks to main and mizzen
- Instruments at aft helm
- Eberspacher heater
- Calorifier engine/240v
- Furuno LCD display radar
- Raymarine digital autopilot
- ICOM IC-M601 VHF DSC radio
- AIS B transceiver
- NASA Navtex Pro
- Fwd heads with holding tank
- Additional kedge anchor
- Scandinavian mooring reel
- Additional tricolour for night sailing
- Garmin 3010 colour 10" plotter
- NW Europe chart coverage
- Latest Victron microprocessor battery charger
- Omnimax digital TV aerial on mizzen
- Domestic FM radio/CD with 2 speakers
- Forward removable boarding ladder
- Galley with double sink
- Force 10 cooker and top loading fridge
- Parallel seating dinette
- Large shelved storage cupboard specific to this layout

Price: **£97,000**

For further details please contact Richard Bartlett
01395 232789 07831 647105 rgbartlett@aol.com

Classified

Naïla

Nauticat 33 1978 Hull No 483



This yacht which has only had two owners since new, has always been well maintained and continually updated over the years it is one of the best examples in its class. It is one of the last Nauticats built with wooden superstructure. GRP hand laminated construction in dark blue with white sheer strake. Teak decks, solid wood handrail with

access gates to both port and starboard. There is an external wheel with duplicate engine and bow thruster controls on the raised afterdeck.

- Ford Lehman 2712E, 4 cylinder, 80hp with hydraulic gearbox controlled at both the wheelhouse and deck steering positions.
- Long range (600 nm approx) tankage.
- Vetus 50kgf bow thruster fitted June 1998 with dual controls.
- Furling systems fitted for Genoa, mainsail and mizzen, cruising chute.
- Instrumentation including: engine controls/rev counter/temperature/fuel, bow thruster control, autopilot, gps, Yeoman plotter, speed/distance log, depths electronic and ships compasses, barometer, clock vhf radio, Raytheon R40 Rasta scan radar with scanner mounted on the mizzen mast, control for external directional spotlight. Mains electric consumer panel, battery charger.
- Easily fitted aluminium telescopic legs by the yacht leg company
- Naïla is a fast, safe and economical motor/sailor benefiting from an easily deployed ketch rig complimented by a large, low revving diesel engine capable of sustaining 7.5 knots through the water at just 1,750mm.
- Water 70 imperial gallons in two tanks. 20 gallon stainless tank forward and a 50 gallon flexible tank under the main saloon floor. Pressurised hot and cold water system (water heated by engine or immersion in a calorifier) with filtered water delivered to the galley cold tap.

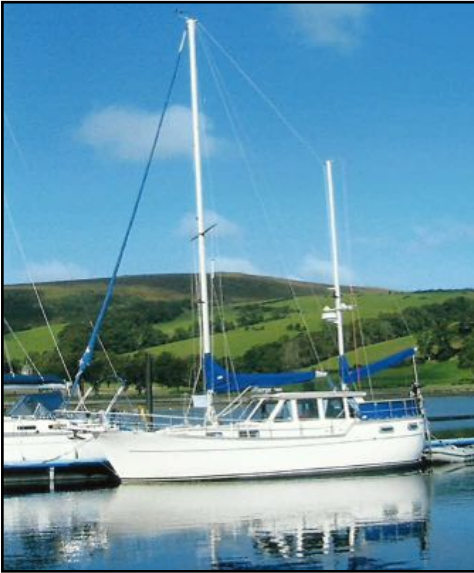
Currently lying in Tollesbury Essex

Please contact John 01621 868039
captainjohn38@tiscali.co.uk

£49,950

Classified

Amanda Nauticat 33 - Mk 11 - 1987



Brief Specification

- 90HP Ford Lehmen Engine
- Sails recently overhauled
- Lofrens Windlass
- New Chart Plotter
- Battery Charger
- Sterling Regulator
- Eberspacher Heating
- Epirb

The Wheelhouse sold us Amanda.

The U shaped comfortable seating around the table means you don't have to miss anything at mealtimes. Inboard steering to starboard of steps down to the galley and a large glazed hatch providing plenty of circulation in the summer. The rear aft cabin with double berth, en suite head, hanging locker plus much additional storage make Amanda a very practical yacht. The table in the central galley converts into a double berth. Fridge, sink, gimbled cooker, a second hanging locker and a second heads. The fore cabin has two good size single berths or with an infill to make a large double bunk. The outside steering position on the raised aft deck, surrounded by blue dodgers, is roomy enough for social occasions. The engine has been very well maintained.

Lying in the water at: Port Bannatyne, Isle of Bute, Scotland.

For more information And price call:

Vivien Hebblethwait - 01577 830 320

Classified

Hyskeir

Nauticat 43 - 1987/88



Sparkman & Stephens design. Well equipped ocean-going pilothouse ketch with 90hp Ford Sabre engine. Extensive accommodation (9 possible berths) and storage. Equipment includes Maxprop, Westerbeke generator, Eberspacher heater, full 240v system with ring main and Victron charger plus circuit of 12v outlets. VDO instruments, Furuno radar, McMurdo Navtex, Raymarine autopilot with gyro compass, wind/towing generator, solar panels, fixed bimini, davits, 8 man Avon liferaft and safety equipment including Epirb. Comprehensive suit of sails including fully battened mainsail, furling genoa and spinnaker. It is a go anywhere yacht set up for comfortable onboard living.

Lying South Wales. Asking price £120,000.

For further details please telephone 01446 760753 or email nauticat43@btinternet.com.

Classified

'Cu Two'

Nauticat 40 Ketch 1986/7



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

Wanted

NC331 Standard layout with lower saloon, aft double bunk, dressing table and heads.

Please contact Richard Bartlett:

rgbartlett@aol.com or 01395 232789

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

'STORNELLA'

Nauticat 33 (Mk 1)

'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 **01452 541612** evenings
or **0776 9696594** for further information or to view.

OIR of **£39,995**

FUTURE EVENTS

South Coast Rally

Yarmouth Harbour
Isle of Wight
29th June - 1st July 2011

Celtic Rally 2011

Carrickfergus
5th - 7th August

Laying up Gathering

Poole
11th November

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