

# **CAT - A - LOG**

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



Difficult  
presents to wrap  
Nauticats



Nauticat Association Newsletter

Issue Number 59

Winter 2011

# Nauticat Association Merchandise

## Personalised with your Boat Name

We have updated the merchandise which we can supply personalised with your boat name to a more modern range and at lower prices than the previous range! These items represent really good value and personalisation with your boat name is included in the price.

*Why not treat yourself and your crew?*

Item	Sizes	Colours	Price	Code
<b>Cotton Polo Shirt</b> 1005 ring spun cotton pique	S/M/L/XL 2XL/3XL	Black/Navy/Red/White/Royal Blue/Bottle Green/Light Grey/Birch Grey	£19.85	8G50
<b>Cool Polo Shirt</b> 100% Polyester with inherent wickability	S/M/L/XL 2XL	Navy/White/Black/Royal Blue/Bottle Green/Sapphire Blue	£17.80	JC040
<b>Sweatshirt</b> - Crew neck raglan sleeve 80% cotton 20% Polyester	S/M/L/XL 2XL/3XL	Black/Navy/Red/White/Royal Blue/Bottle Green/Sky Blue	£20.65	SG23
<b>Two Colour Zip Neck Sports Fleece.</b> Pill resistant, breathable	XS/S/M/L XL/2XL	Black/Orange - Navy/Sky Red/Black - Navy/Navy	£26.30	RS86
<b>Long Sleeve Rugby Shirt</b> 100% cotton - white rugby collar	S/M/L/XL 2XL/3XL	Black/Navy/Red/White/Royal Blue//Surf Blue	£29.90	FR100
<b>Short Sleeve Classic Drill Rugby Shirt</b> - 100% cotton drill	S/M/L/XL	Dark Navy/Navy/Deep Pink	£32.20	FR53
<b>Classic Drill Shirt</b> - 100% cotton drill	S/M/L/XL	White/Navy - Dark Navy/White - Navy/White	£39.00	FR50

### Size Guide (inches)

**Polos/Fleeces/Drill Shirts:** XS=30-32/S=32-34/M=36-38/L=40-42/XL=44-46/2XL=48-50/3XL=50-52/4XL=54

**Rugby Shirts:** S=34-36/M=37-39/L=40-42/XL=43-45/2XL=46-48/3XL=50

All prices are inclusive of VAT and include the item embroidered with the Association Logo and personalised with your boat name (optional).

Where delivery or collection is not possible, items will be sent by post at a cost of:

1 x item - £5.00. 2 x items £8.50. 3/4 x items £10.00. (*Orders of more than 4 x items please ask for quote*)

Please send your orders quoting boat name to:

Colvin Rae

30 Beacon Drive, Selsey West Sussex, PO20 0TW

enclosing your cheque payable to 'The Nauticat Association' for the appropriate amount.

Any queries please call 07811 217633 or E mail [colvinrae@aol.com](mailto:colvinrae@aol.com)

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

Association Tie 100% Polyester	Navy background with narrow red & gold stripes and association logo	£5.00
Association Burgee	White with association logo	£11.50

# Cat-a-Log

Issue No. 59 Winter 2011

List of officers with effect from the 4th February 2012 AGM

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## **POSITIONS VACANT**

Secretary

Technical Secretary

Social Secretary East

Please contact administrator pending appointment.

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## Chairman's Thoughts

Leaves turning to autumn shades cause yachties thoughts to turn to lift out and anti fouling; cold days scraping bottoms; willing crew providing continuous nourishment encouragement and cups of welcome tea! One can but dream.

For a number of years we have kept our boat in the water over the winter and only lifted her out for three weeks to clean the bottom, replace anodes and polish the hull. Since having At-one-ment's bottom coated in copperbot this task has been so much easier just a pressure wash to take off the slime and minimal effort to remove the few barnacles on the prop. So far so good let's wait and see how it stands up over the next ten years which is quoted as the minimum effective life span.

By keeping the boat in the water and ready to go we have been able to enjoy some cracking sailing on cold bright winter days. It may be my imagination but we seem to experience much steadier winds in the winter than in the warmer weather. There is something satisfying with the sun on your face and the rest of the body well wrapped in thermals.

The Association has always been ready to try something new. Having introduced successful Laying up Suppers some years ago, Sue as South Coast Social secretary sounded out some stalwarts on making it a Laying Up Lunch this year to avoid attendees travelling home late at night or needing to stay over. The feedback was positive resulting in over twenty members enjoying an excellent meal at the Lifeboat College in Poole earlier this month. She even organised the sun to shine as well as tours of the areas open to the public as well as the lifeboat maintenance depot and operations room which the public never see. The lifeboat bridge simulator is so realistic that some members looked decidedly queasy but none needed to use the strategically placed plastic buckets. Not sure if it was the realism of the simulator or Douglas' helming which contributed to their condition! A huge thank you to Sue for another successful event.

The Association can only function when members volunteer to help with the essential roles. I owe a sincere thank you to the invaluable committee who have supported me as Chairman for the last three years.

Some of them predate my tenure by a long way and understandably feel it is time to hang up their spanners, keyboards and mobile phones.

Anne Marie has decided that after seven years as Secretary maintaining our

membership lists, chasing subscription renewals and responding to all sorts of queries it is time to stand down.

Richard established our Technical support ten years ago and developed it into a superb information and advice source as well as negotiating excellent supplier discounts and sourcing all those impossible to find bits of kit. He and Anne have decided that now with grandchildren down under in Australia they'd like to reduce their commitments. Consequently Richard is giving up his Technical secretary role.

Sue, having for a number of years previously organised our Social Events and South Coast Rallies agreed at the last AGM to take on the role again for one year as no one came forward to volunteer.

Anne-Marie, Richard and Sue will all continue till the next AGM in February then stand down. We should all be grateful for the efforts they have all put in on behalf of all members.

Robin as Catalog Editor, Rod as Treasurer, John as website Manager and Harry as Social Secretary Scotland and Ireland are all continuing to make an invaluable contribution to the Association and our equal thanks are due to them.

With the position of Social Secretary East Coast remaining unfilled this year this means there is a great opportunity for members to volunteer for one these four roles. They really are great fun and an opportunity to meet and talk to members you'd otherwise never speak to. Don't be shy!

This time last year I did not expect to be writing these notes at the end of 2011 having completed my term as Chairman. Although no one came forward at the AGM to volunteer as Chairman immediately, Douglas Addison offered to fill the position from February 2011. Consequently I was asked and agreed to continue for one more year but February 2012 will see me stepping down. – Sue and I will continue to be members and support the Association which has given us so many true friends.

The range of interesting, amusing and strange topics in phone calls, letters and e mails from members, prospective members and others on all sorts of topics never ceases to amaze me. I've had great chats with and learned a lot from members who had previously been only names on our list.

Unfortunately over a year ago we made plans to be abroad in February

2012 we will not be at the 2012 AGM. It will be the first time in our almost fifteen years as members that we will miss a Nauticat gathering.

As the Chairman is responsible for organising the AGM and weekend activities, Douglas agreed to take on this task on my behalf. Details I understand will be out shortly but if you have any queries he can be contacted at [galatea224@hotmail.com](mailto:galatea224@hotmail.com) or on 01929 480119.

The London Boat Show is coming around soon and once again the Association has secured generous discounts on tickets for the show for members. Details on how to obtain them are elsewhere in this issue.

Wherever you are Sue and I wish you a Happy Christmas and a peaceful 2012. We hope to see many of you at organised or informal get together's on or off the water in the coming year.

Remember one Nauticat is just a boat – two Nauticat Association members in the same place at the same time are the basis for a party!

Safe sailing and fair winds.

Colvin



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Deadline for next issue - 1st April 2012

Copy can be sent by e-mail:  
[robidonoghue@aol.com](mailto:robidonoghue@aol.com) - or to:

44 Hill Avenue, Hazlemere,  
Bucks HP15 7JU.

Photographs, including digital, very welcome



## The End of Season Lunch

On a beautiful November day we held the Nauticat End of Season Lunch at the Lifeboat College in Poole. The Association has been there before but never for a lunchtime event encompassing a tour of the college training facilities which Sue Rae had managed to arrange.

The facilities are extraordinary. There is a very large wave pool which can generate storm conditions: waves, wind, rain, thunder and darkness into which the students are set adrift in a life raft or rescued by an inshore lifeboat. There is an exercise where the inshore rescue boat is turned over, as if hit by a big wave, then righted by the crew, all in very rough simulated conditions.



For anyone who loves computer games there is a complete bridge of a Tamar class boat within a simulator giving complete control and a real sense of being at sea. The view through the windows is so realistic that you be-

lieve and feel as though you are steering and controlling the vessel in real conditions, so much so that one of our party - no names mention Anne - felt sea sick and had to leave the room even though nothing is moving.

We then had a guided tour around the external facilities in the sunshine where all types of craft are there for refitting or on standby. The memorial to all the lifeboat personal lost at sea was a touching reminder of the dangerous work they do.





A splendid lunch was served in the top floor dining room with wonderful views out towards Cobb's Quay and the Purbeck Hills followed by our resident entertainer, Maurice Owens,

giving us a couple of amusing stories.



After lunch we walked to the fifth floor - no lift on weekends - of the operations centre where we met a lady on a 24 hour sleeping watch who can summon spares and replacements for any lifeboat anywhere in the country.

Lyn & I had decided to stay the night as had Colvin & Sue Rae, Peter & Betty Stubbs and Alan & Teresa Warrell. We all agreed to meet for an early evening drink, surprise surprise, and then dine together. A lovely evening and the food and accommodation at the college is excellent. *Ed*

## Technical Notice

After ten years of being your Technical Secretary I have decided not to stand for re-election at the February AGM. Technical Support has come a long way since Jan Dennett handed me a red box file and then departed for a very long Mediterranean cruise. Over the years I have had regular contact with so many of our members who for various reasons cannot attend our gatherings; this is an aspect of the job that has been so rewarding. So often the request for help has come by mobile phone from someone actually experiencing a problem and the ensuing discussions have been a great way of keeping in touch with our distant friends. It is this exchange of knowledge and experiences that I found so interesting and hopefully it has been helpful to our members. I have always enjoyed the total support of both the Association and Nauticat OY, and know that my successor will be similarly placed as he or she confronts the many interesting challenges that lie ahead.

## Technical Support

During the autumn we've had our usual mixed bag of technical problems, some of which have been caused by poor workmanship in the yards. It's reasonable to assume that a professional firm will do the work correctly and check all is well before handover to the customer. Here are some reports that may interest our owners:

NC33. Hull 'P' bracket removed and realigned before bedding down again in fibreglass matt. Work was visibly acceptable and the boat returned to the water. Some time later whilst running the engine in reverse, the propeller fell off. It was fortunate that the boat was securely tied to the pontoon and not out at sea. Technical advised lifting out and checking for damage to the skeg as the propeller would have travelled backwards with some considerable force. The propeller was recovered by a diver but the retaining bronze nut was lost. All Nauticat fixed pitch propellers have the same retaining nuts which must be tightened up after a 'locking solution' has been applied to the thread and face edge. Never allow the yard to fit a split pin as the nut will take up a slightly different position after each successive installation.

NC52. Out at sea during a Mediterranean cruise the propeller shaft slipped out of the gearbox flexible coupling and embedded on the skeg. Since rotation was impossible and there was no excessive leak from the gland, the cruise continued under sail alone. Technical: The gearbox had been removed for overhaul but on installation the flexible coupling clamps had not been tightened to the correct torque. The yard was negligent.

NC321 (2002). We have a very comprehensive report on the failure of the main sheet system in heavy seas off Barfleur. Whilst the full report is available on request it is sufficient to summarise by saying that a) the

traveller is possibly undersized. b) the main sheet block is also probably undersized. c) the purchase (ratio) should be increased from 3:1 to 4:1 in line with Harken's recommendations. Whilst the calculated load on the original sheet system was just sufficient to meet Harken's recommendations, the margin of safety was not sufficient for the original rig onto which it was fitted. **We recommend owners of all NC321s to read this report.**

All NCs with flexible fairing panels between rudder and skeg. These 75mm wide sheet fibre glass fairing panels get damaged by pressure washing or are completely missing on some boats. Be very careful not to direct the pressure washer jet directly against the aft edge as it often causes delamination. The panel material is not commercially available and was specially produced by Nauticat themselves. Quite easy to make: Take a base sheet of clear polyester film to which the resin will not stick and build up 5 layers of M1239 75mm Silane Tmt Woven Tape obtainable from Scott Bader Ltd. Use standard type A resin and the final sheet should be nice and flexible and approximately 1.3 -1.5mm thick. For those without experience of working with fibreglass contact a local 'Fibreglass Moulder' (Yellow Pages) who should make it up for a modest price.

Yanmar diesels: Injectors with seized up nozzles seem to be prevalent at the moment. If the engine will not achieve maximum rpm or runs roughly it is usually due to poor atomisation of the diesel spray. Yanmar engines destined for the EU are assembled in the Netherlands and it is reported that spare parts are cheaper brought on the internet/phone from a dealer in Rotterdam. Service manuals are available to download in 'pdf' format from [www.yanmarcenter.nl](http://www.yanmarcenter.nl) and pump parts and service information from <http://gnarlodious.com> which covers Zexel/Bosch VE distributor FIP, albeit from an automotive application.

On a personal note our eldest daughter who lives in Australia has produced lovely twin grandsons. We tend to be 'down under' from mid January to the end of March and it's increasingly difficult to be away from the office and reference material during the busiest boat maintenance time of year. After ten years, I hope you understand my reasons for standing down.

Happy Christmas to you all and have a wonderful New Year.

Richard and Anne

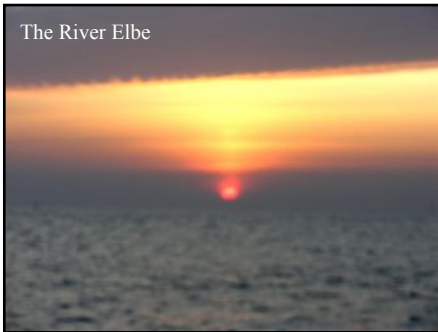
# Galatea Summer Cruise 2009 Part 3

## Cuxhaven Marina to Poole via Friesland

This is the third part of a five-month passage that started in Thuro, Denmark, and went through the lakes to Stockholm and back via the Kiel Canal and Holland to Poole. The Swedish Lakes passage was covered in Cat-a-Log Summer 2010 and the passage back from Stockholm via the Kiel Canal to Cuxhaven was described in Cat-a-Log Summer 2011.



I was moored in a box in Cuxhaven Marina and I was invited on board Woesel for a Dutch meal by Pio and Annaguusta. Realising that I was single handed, they had invited me to moor alongside them in the locks at Holtenau and Brunsbuttel at either end of the Kiel Canal. It was to be a farewell meal as I intended to go all the way to Nordeney, where there was a harbour which didn't dry out, while they were prepared to settle in soft mud with their local knowledge of the islands.



Wednesday 9<sup>th</sup>. I was up at 05.00 and departed at 06.05 in the dark and headed out into the Elbe just before sunrise. I motor sailed in a WSW 3-4 which strengthened to 4-5. I went aground at one point to my surprise, the chart plotter showed 10 metres so either it was inaccurate or the bank had shifted. I was avoiding the busy shipping in the main channel.

The bottom was soft so powering out wasn't a problem. The large ships passed including a car carrier from Korea.

I crossed the estuaries of the rivers Weser and Jade, and the shipping coming out of Kangerooga in short steep seas, which were rather tiring. The





bashing up and down continued along the coast past the East Frisian islands of Wangerooge, Spiekeroog, Langeoog and Baltrum. Approaching Nordeney, I spotted a Dutch yacht heading in. The area was shallow and the channel keeps shifting so not surprisingly the marks weren't as per the chart plotter. Spotting the

marks amongst the waves was very difficult but noting roughly the route being taken by the Dutch yacht which was doglegging through the seas some distance ahead, helped in spotting the marks. You need new charts every year for the Friesian Islands and I need to buy a set. With relief I rounded the jetty, followed the harbour round and entered a box. A German sailor saw me and kindly took my bow line. It was 17.15 and I had covered 75 nm. The Dutch couple on the next boat chatted and offered much advice on the Friesian Islands. My aim was to go direct to Lauwersog, about 60 nm.

Thursday 10<sup>th</sup>. I decided to have a break and walked into town, which was further than I expected. I picked up some camembert and rolls from a little supermarket to keep me going. Nordeney is a holiday resort and the narrow streets were packed with holiday makers enjoying the bright sunshine.



It is a German Spa town with many characterful old and new buildings, pedestrianised areas and a grand classical conversationhaus fronting the central square or green. I did a sketch of the early 19<sup>th</sup> century church before returning and checking the tides. I needed the flood tide and must

arrive just before HW at 15.45 at Lauwersoog. This would mean starting before daylight which wouldn't be possible as there were no lights on the marks of a channel that zigzagged through the shallows. Also a N5 was forecast which meant beam on to a steep sea, which would be very tiring. I discussed the route inside Memmert to Delfzijl with the HM. He said that I must depart two and a half hours before high water and maintain 5-6 knots to cross the two watersheds, one hour to the first and two more hours to the second. This was confirmed by my Dutch neighbours. They and three other Dutchmen would be setting off the next day about 13.00 and I could follow them. They knew the channels and tides well. Later a beautiful Dutch barge, Besine vom Papenburg motored into the harbour..

Friday 11<sup>th</sup>. The forecast was N5 and white horses covered the horizon out to sea. I set off behind the other yachts at 13.15 confidently following them into the channel marked initially by buoys and then withies. At 13.45 I suffered complete power loss, and went aground. I should have dropped the anchor and blocked the channel although there was a ferry using the narrow channel coming towards me. At the same time a lifeboat came by and I gave the distress wave with my arms. He raced passed so I called for help on ch.16.

I was assured that a rib had been launched and would be with me shortly. My Dutch friends, looking back, guessed that I had a problem and had also contacted the CG. They understandably had played safe and continued racing the tide. The steepish waves kept



lifting me and dropping Galatea with a loud bang and shudder, a very worrying situation but I knew Nauticats were very strong so Galatea could take a hammering for a while. The rib arrived and threw a line to me with which I hauled a strong warp and made fast to the stern cleat and then around a winch to share the load. The rib towed me through the waves until I was clear and then towed me back towards Nordeneij.

The lifeboat then returned and I was rafted alongside and taken into the harbour and berthed alongside a large fishing boat next to the lifeboat

mooring at 15.15. I had been fortunate because the main lifeboat station for the area was based at Notheney.

What a dramatic 2 hours that had been.

I phoned Sammy at Nauticat and told him about the transmission failure. He got me to check the controls outside and then inside. With the controls transferred inside the power worked normally. I hadn't realised that the system worked independently because there were separate morse controls. I opened the engine up and,



as Sammy had pointed out, there were two parallel morse rods. The locking nuts had come off the one linked to the outside control. The coxswain and a crew came on board and spoke perfect English. I asked them if they had seen my emergency signal and they said yes but they thought I was asking them to slow down. They filled in their form and said you don't charge in England and we won't charge you. I asked them where I could get a locking nut. They suggested a small garage on the island otherwise, as it was Friday afternoon, I would need to take a ferry to the mainland on Monday and find an appropriate place. I decided to try the garage on Saturday morning and if unsuccessful wait until the first ferry on Monday.

Saturday 12<sup>th</sup>. After breakfast, two customs officers climbed on to the neighbouring fishing boat and asked politely in perfect English if they could come aboard. They asked the usual questions and I showed them proof of ownership. I explained my predicament and as the engine cover was off, they could see the morse cable. They said that they would check if they had suitably sized nuts in their tool box aboard their boat, after they had checked out some other yachts. At lunchtime, one returned with a handful, found the right sized locknut and insisted on fitting it. What a contrast to the recent experience of British yachtsmen with UK coastguards in British waters as reported in Yachting Monthly. It was now 12.30, and I could catch the tide. I put the double floor back over the engine

compartment, got ready and set off at 13.30. I was a little early on the tide and at 14.15 I touched the bottom and had to back off and waited for 45 minutes. I had set out earlier than recommended but I was anxious to make passage as early as possible because the second water shed was so critical. I was also aware that I had to



find my way through the channels without the leadership of the friendly Dutchman that I had been following on the previous day. A ferry appeared, undoubtedly flat bottomed, and I tentatively followed that into deeper water around Memmert before it took a different channel. The channel was marked by withies which were not always easy to see nor sometimes was it easy to tell whether the top was tied or open, i.e. port or starboard mark.

At 15.45 I came to an almost right angle bend in the channel which could have been missed and continued to the very shallow bar which I crossed almost dead on high water. From the chart I had earmarked a pool that I could stay afloat in if I hadn't made it but I was relieved to enter deeper water. The sea was deserted except for an old gaffer which I caught up with and the crew waved as I passed and continued singing away. Now into the River Ems and the tide was now ebbing. There were now many ships. It was choppy with a N5 against the tide and the sun going down in my eyes.

The wind increased and backed to a NNW6. It was dusk when I approached Delfzijl and dark as I moored up to a pontoon at 19.50. The HM had spotted me and also my Dutch neighbour from Nordeney, so they kindly took my lines. I had covered 37.1 nm. But it seemed much longer with the concentration required. The marina was virtually full with permanently moored boats and the commercial quays were also full. It is of course the Dutch port fronting Germany which leads into the Dutch canal system hence its importance. The marina bar wasn't serving food so I went through the security gate and out into the town. No nearby restaurants to tempt me so I ate on board.

I met Rick, the Dutchman, and he said the lock would open soon after 8 and as we were heading the same way, if I kept with him he would call up the bridges for both of us.

Sunday 13<sup>th</sup>. I set off just before 08.00 to catch Ric's boat Groovy and passed the HM's office. There was no sign of him and I hadn't paid. I would have to send some money because I couldn't wait and miss the lock. There was a strong wind blowing and heavy showers were promised. Once in the

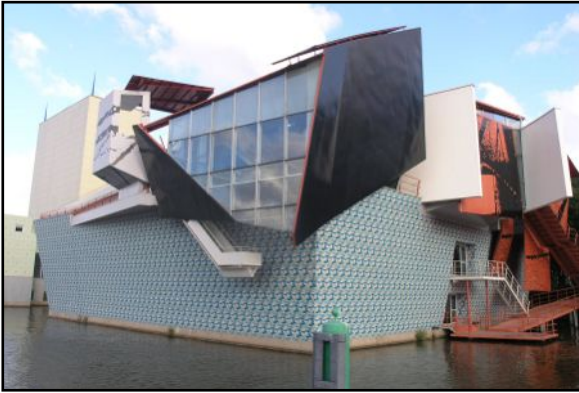


lock at 08.25, with many fenders at the bow and stern as well as alongside, and a line to ease around the mid-cleat and a bollard in the wall, I managed to solo control Galatea, keeping her hard in to the side. Once I was out of the lock I motored behind Groovy at 5-6 knots following a barge through the countryside. The depth was 4.7 metres.

At Overstroom Rick was informed of a one hour wait for the bridge, so we moored up to a barge, as a notice forbade mooring alongside the canal. It was strange not to have any provision for waiting. Then to the lock before Groningen which opened at 13.00. We moored up next to Groovy at 13.10. I explored the town before returning to the canal and having a drink in the

Peter Pan Cafe. All the coffee bars I tried just served alcohol and no food. I persuaded Sandra, the waitress who spoke perfect English, to give me some cheese with a mustard dip, the only thin she could offer. I chatted to a local with a large dog that I was a bit apprehensive about. It was a Rott-





weiler and very young but the owner said it needed to be well trained to be controlled because it was powerful. I added dog Max into a sketch I did while sitting later outside by the canal enjoying a beer. The barge in my sketch was immaculate and was the home of an old lady. I showed the

sketch to Brenda and chatted over a couple of lattes. She stayed locally and managed the bar while her sister travelled the world from Ulan Bator to Machu Pichi. I returned to the boat for supper having missed out on lunch.

Monday 14<sup>th</sup>. Rick had been advised that the bridge nearby opened at 09.00 and the attendant then cycled round the town opening bridges of which there were many. I slipped out of my berth at 08.55 and waited with Groovy. The first one opened and then No. 2 but we had to wait for No. 3 and with nowhere to moor up to it was quite difficult avoiding the other boats that followed through. By 09.25 we were waiting at No. 4, by 09.45 at the 5<sup>th</sup> and by 10.25 we had gone through 9 bridges in just 2. nm. There were barges and old gaffers and motorboats in every nook and cranny of the canal side. The depth was generally about 2.4 metres. At the next bridge at 10.40 we were at last in open country with sheep grazing beside the canal.

At 11.15 I entered a lock then a bridge. I untied but the bridge didn't open, so I had to jig around in the lock without much room for manoeuvre. Coming out almost blind into the main canal with much shipping, which had right of way, one had to judge it, then I crossed right behind Groovy. Now in a small canal again, with 2.4 metres depth I motored peacefully along with fields on either side and just the occasional house and boat moored to the bank. I passed through Laursooge with little houses on the bank, a windmill and a restaurant. At 14.20 I moored up at Zoutkamp just along from Groovy. The cost was just 8.70 Euro. I walked around the town and did a quick sketch. Rick said they would be leaving at 08.30 tomorrow.

Tuesday 15<sup>th</sup>. I was up at 06.30, breakfasted and headed out behind Groovy. The lock opened at 08.45 and headed out into the open countryside. For a while the canal was more like a winding river with very shallow parts and the channel marked by withies and down to 1.9 metres. If the top of a withie was tied then it was a port mark and if untied a starboard mark. It was difficult sometimes to tell them apart and passing an oncoming boat meant hugging the edge of the channel. Rick had advised that I must stay as near as possible to the centre of the channel. There was a F5 and then a 6 blowing straight across. There were sheep and cattle grazing the fields and more farms and houses now. Approaching Dokkum it was now 2.2 metres deep and we passed houses with immaculate gardens and stopped by one with a model windmill and a diesel pump. 60 litres cost 64 Euro. We both topped up with fuel and made our way into the centre of Dokkum where we moored alongside the canal after 16 nm at 12.25. The cost for the night was 6.75 Euro.



I walked around this attractive old town with its two windmills, one still working. The miller explained the workings and the judgements required. I sketched the mill from the opposite bank. There was a little barge yacht moored where I had moored Saga, a Halcyon, 23 many years before.



Wednesday 16<sup>th</sup>. I started the engine at 08.55 and the bridge opened at 09.05. The same operator had to cycle from one bridge to the next as a convoy slowly moved around the town seeing the windmills

again. The depth varied between 1.8 and 2 metres. By 09.35 I was in open country doing a steady 5.5 knots and the depth was now 1.7 to 1.9 metres. There were more withies marking the channel.

It was sunny and very gusty. I was at the Klaarkamp Bridge at 09.50 and passing through Munneham at 10.20. There were little traditional houses lining



Leeuwarden. There was a diesel point



the canal, a windmill and an old church. There had been no traffic for a while but now we met another lone yachtsman who gave a cheery wave. At 10.40 we passed a large thatched modern house and another yacht and motor boat while jets screamed overhead. At 10.45 at Tichelmuck a Swiss flagged motor boat passed. By 11.15 there were tall blocks on the horizon as I neared

and many houses now lined the canal. Many bridges followed with a wait at Zwitterburg. Slaurhofburg was a very modern bridge and then round the corner was the main route to Groningen.

Then there were a couple of railway bridges. The depth now was 3.4 metres. After the Hauxburg road bridge there was a stretch of very modern houses.

After the Dractulerbrugge we turned into an area and then moored alongside outside at the Yacht Haven de Hemrik at 13.55 after a passage of 19.1 nm. The depth was 1.7 metres, and less inside the marina. There was unfortunately dog dirt on the grassy bank by the boat. Rick had highly recommended the marina as the most suitable to leave a boat with access by local bus to the main railway station. I needed to fly home for a couple of weeks. The manager moved me to a berth with enough water in the marina. The cost was 14.60 Euro per night but for a fortnight he just charged me 120 Euro. The manager was H.Kanon mobile 470258756 or ++31612822498. He was very helpful and said he would keep an eye on Galatea. I invited Rick and his wife, Joap, on board to say thank you for all the local advice and help by calling up the bridges. I gave them the cash so that they could send a cheque to the HM at Delfzijl because he had now responded to my telephone call with the cost of that night.

I walked into Leeuwarden to the main station to check the train times to Amsterdam, bought my ticket, and then got the local little shuttle bus back,



Rik & Joap on Galatea

which went through all the housing estates, a truly local service and the standard fare was just one Euro.

Thursday 17<sup>th</sup> I was up at 06.30 to do chores and make everything ship shape before my departure. I waved Groovy off as they headed towards their home base. I got the 10.21 bus to the station and caught

the 11.04 express to all the way via Amsterdam to Schipol airport. I had tried in vain to gain access to the toilets on the station but when I tried to pop in when somebody came out, they warned me that I would be drenched. They explained that you had to call a number with your mobile, pay by credit card, and then you could gain access. I duly arrived at Schipol, a very busy but well organised airport and caught the 16.55 Flybe to Southhampton, arriving at 17.15 UK time,

Tuesday 29<sup>th</sup>. After many commitments including my birthday on the 25<sup>th</sup>. I flew back at 16.30 on Flybe, eventually arriving back at the boat in the pouring rain at 21.20.

Wednesday 30<sup>th</sup>. I did chores on Galatea and then hired a bicycle and cycled to the supermarket. I almost fell off a couple of times before I got used to breaking with the peddals. In the afternoon I cycled to meet John and Anne off the bus. They were joining me for a week.

Thursday 1<sup>st</sup> October. We set off at 10.45 in a light drizzle and waited for the first bridge to open. Rain, showers and sunny intervals followed. I called up the bridges as we approached and most opened within 5-10 minutes, apart from Spoordraisburg where we had a 20 minute wait. We passed Freneker, a pleasant little town with unique looking towers on the old church. We arrived at Harlingen at 15.20 and went through the lock and bridge into a commercial area, came back through the bridge and lock into the yacht haven. It had a depth of 2 metres and moored up at 16.00. We wandered into town for afternoon tea and found a chandlers, so I was able to buy a detailed chart of the Ijsselmeer as recommended by Rick.

Friday 2<sup>nd</sup>. We left Harlingham at 08.30 and as soon as the lock opened headed out and found the channel with a little difficulty because of the very choppy conditions and strong wind. It was HW and the depth was 4 metres. By 10.15 we were at the lock in the dam and had to moor up for 15 minutes. The lock dropped 1.5 metres and the sailing barge in front touched the bottom. It took a lot of engine revs to free it and then we followed it out and through the bridges. We sailed across Markemeer to Marken, a delightful picturesque village on an island.

Saturday 3<sup>rd</sup>. It was very windy and gales were forecast so after exploring the village, we took the 13.55 bus to Amsterdam which took 45 minutes. We walked to the Van Gogh museum crossing the radial canals, and joined a long queue. We gave this up and went to the Ricjksmuseum where we saw many Rembrands. After an excellent meal in the Trattoria de Tourino in Voorburgwal, we got a late bus back to Galatea.

Sunday 4<sup>th</sup>. We left Marken after an early lunch at 11.50. We had help from the locals in leaving the quay in the very strong wind which was blowing us on and the limited space for manoeuvre. With main and genoa up, we had a very lively sail in a F5, which strengthened to F6/7. In rolling up the genoa, John over winched it to the point of breaking the furling line. Subsequently I found that he had also broken the drum. We motored through Amsterdam and out to the Sea Port Marina at Ijmuden, which charged 24.70 Euro and 1Euro for electricity.

Monday 5<sup>th</sup>. We set off at 10.00 for Scheveningham. It was a grey day with showers and a SW3-5 forecast. The sea was busy with fishing boats a custom patrol and commercial ships, 8 of which were moored off, and just one other sailing boat. It poured with rain all evening as we explored the town.

Tuesday 6<sup>th</sup>. I awoke with the alarm at 07.00. There was too much interference with the weather forecast. I set off at 08.30 and motored through seas which became more and more agitated as the wind increased to SW5. In the shallow waters they became quite choppy and steep. I called up Maas entrance control on VHF 03 and said we would keep to the small ships channel. The HM soon called me up and said I was outside the channel and head 1 nm west. My Imray chart which I had bought in 2009 and was dated 2008 was obviously already out of date. The Coast guard warned of near gale force winds, and as it was getting rough I decided to abort our planned passage and head up a shallow estuary to Stellardam. It was getting quite shallow as we made our way to the lock and then through into a marina at 14.30. A local sailor came by and recommended that we continue on to Willemstad so at 15.00 we slipped our berth and carried on down Haringvliet and arrived at a bridge. We couldn't raise anybody so went up to the only boat in sight which was moored to a support. He advised that the last scheduled opening for the day was 15.30, but the bridge would be opened especially later that evening. He took our line and let us hang on to him. He also advised that we follow him into his own yacht club marina as it was dark and proceed to Willemstad tomorrow. The bridge opened at 20.00 and we followed him and gingerly moored up in the dark. There were security gates on the marina and nobody on duty so we couldn't leave the compound, nor could we pay anybody.

Wednesday 7<sup>th</sup>. We set off at 10.00 and headed across to where we could see barges going in towards the lock but it didn't seem right so I stopped and called the Lock keeper who informed me that yachts couldn't enter and had to go round to another lock. Without enough information I decided to go into Willemstad. On entering, the friendly old HM came out of his office and spoke to us. If we were just stopping for a short while we could tie up on the town quay. William of Orange had been involved instigating the building of this ancient town, hence it was named after him and Queen Beatrice was known as the Little Lady of Willemstad. The arsenal was built in 1793 and Napoleon visited in 1811. The first church that had been

built for Protestants was built here in 1607 with the pulpit as the central point. In a book shop an assistant hunted and found a book of charts of this stretch of canals and a leaflet in English. We also spoke to an old local citizen in his book shop which was full of second hand and some rare old books. We found an excellent bakery and had a good lunch in the town square or rather oval. The old windmill was under restoration so one couldn't go inside. We waved and thanked the HM on our way out and went round to the correct lock for small boats and then headed down the Volkerek and then Keeton Maasgat. It was very busy with many large barges and obviously a major commercial route. We crossed the Oosterscheld and into Kats Marine. There were no visitor spaces and a chap on a motor boat indicated that we go and moor where it says Niet, which we did at 17.35 in pouring rain.

Thursday 8<sup>th</sup>. We awoke at last to a beautiful sunny day and motored through the country side to Veere, mooring on the advice of the HM alongside and handy for the centre. It was a tiny old city with an

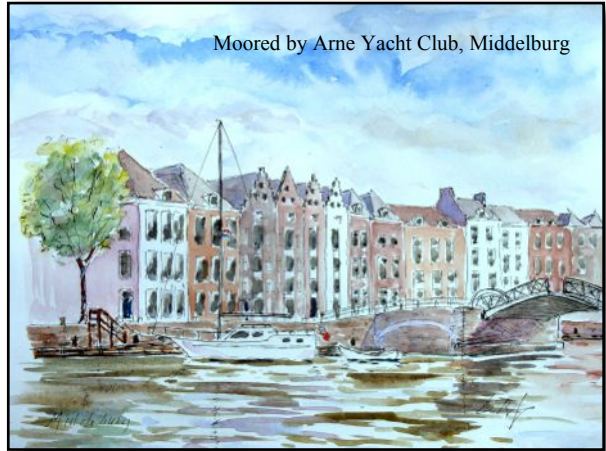


old tower, windmill, oval tree lined centre and an excellent old hostelry for lunch. We then went through a lock and motored in sunshine through the countryside along the canal Door Walcheren into the glare of the low sun. We moored by the office at Middelburg at 16.30 and paid 17e before going to the indicated berth by the bridge. We were close to the Arne Y.C., a converted typical Dutch 17c. tall narrow warehouse where we were made welcome and had an excellent meal. The interior was original with big beams.

Friday 9<sup>th</sup>. Forecast SE 4/5 veering NE 4/5 followed by rain in the later. Slipped out into the canal at 09.50. The bridge opened at 10.00 but once through we then had to wait for the railway bridge to open. Then by 10.20 we were through bridge and the lock and into the estuary. There was a lot of traffic which we crossed and then came across some low lying objects in the water without any marks or warning except for one orange buoy at

one end. Fortunately it was daylight. We continued across the entrance to Zeebrugge and came across three yellow buoys which we avoided only to discover we were inside a fourth which was almost submerged.

There were no apparent lights on the buoys. We arrived at Oostende in



pouring rain and entered the North Sea yacht club marina. At 16.25 after 40nm. we moored up to a pontoon which was heavily fouled by Seagulls. The cost was 23e. Many keel boats were being prepared for a race in the wet and windy weather. We wandered around the town and saw the cathedral. The cafes and coffee bars were closing at 18.00 but we were directed to an Italian restaurant. The heavens opened as we made our way only to find that it too was closed and would open on Saturday. The rain was torrential so we gave up and returned to the boat for supper.

Saturday 10th. We departed at 9.30 and headed out into rough seas and a W5, dodging the racing craft, which were heading for an offshore race. We headed along the coast into the tide and a very troubled sea in shallow waters. To the west of a cardinal were some very strange objects in the water. They would have been dangerous at night. I went around the long shoal off Calais. It was so tempting to cross it but not in these seas. I called up port control and was instructed to wait for a ferry and a dredger to leave and then entered the harbour ahead of a coaster. I passed the ferry berths and then had to wait for the bridge to open. I was concerned because there was sill and the tide was now going down. I couldn't raise any body so I motored over to a fishing boat and they advised me to blow my horn four times. There was no response and, as there was nowhere to tie up, I just motored around. I was a bit wary of anchoring not knowing what sort of anchor catching debris might be on the bottom. The bridge opened eventually and I motored in cautiously over the sill and tied up at 19.05, having covered 52.7 nm. At 19.30 there was a fiery sunset and streaks of stratus.

Sunday 11<sup>th</sup>. We rose early and were waiting for the bridge which opened

at 07.22 and proceeded into the harbour where we waited for ferries and then allowed to leave at 08.05. There was a NW5-6 blowing and roughish seas as we set off and I called up Dover and gave our ETA as 14.00. We put up the main and storm jib on the spare stay as the genoa was out of commission. We only deviated for one ship although there were eight in the lanes. Arriving off Dover at 11.45 had to wait for a ferry to depart and then followed one in. I headed for the fuel and topped up with 168 litres for £144.16, it could have been more but for the allowance on that part of the fuel that was for heating. The law had changed since I was in England. I moored up at 13.50 after 26.02 miles in the tidal marina after calling up on ch.80. We had an excellent Sunday lunch at a Carpathian restaurant.

Monday 12<sup>th</sup>. A f7-8 was forecast so we stayed in port while caught up on chores and John and Ann visited the castle. It was sunny so they had some excellent views.

Tuesday 13<sup>th</sup>. We set off at 08.10 along the coast past the seven sisters on a broad reach in a F4. It was frustrating only to have a storm jib up. Off Dungeness at 11.30 we were doing 6 knots and reached the Royal Sovereign Lighthouse at 15.00. The sun set at 18.10 and we moored up at Brighton Marina at 18.45. My crew departed.

Wednesday 14<sup>th</sup>. I set off in a dead calm and motored passed the Owers at 11.10 and continued up the Solent and Southampton water arriving at Ocean village at 16.20, a passage of 57.7 nm.

Thursday 15<sup>th</sup>. The agent for Selsdon Spars came, inspected the furling system and returned later to replace the broken parts.

Friday 16<sup>th</sup>. A N5 to 6 and occasionally 7 was forecast. I set off at 10.00 and with full sails was soon doing 7 knots and 8 knots over the ground. The wind eased and I ended up motor sailing for a while and then the wind backed so I had it on the nose. I approached the Swash Channel at 16.10. The tide was ebbing fast as I motored past the ferry and into Poole harbour. I crept up the shallow channel and moored up in Parkstone marina at 16.50 after a passage of 32.4 nm.

Monday 19<sup>th</sup>. I set off in a W5 at 9.50 and motored through the harbour and up the Wareham channel and River Frome and moored up at my berth at 11.05.



Baden Powell on  
Poole Quay

I had been away over 5 months from 4<sup>th</sup> May to the 19<sup>th</sup>. September. I visited Denmark, the Swedish coasts and lakes, the Friesian Islands and Dutch canals. It was a very satisfying adventure. I filled almost two books with my sketches and continue to be delighted with Galatea, my Nauticat 351.

*Douglas Addison  
Chairman Elect*

*A little ditty read out by our resident entertainer Maurice Owens at the  
Laying up Lunch*

### **Sat Nav**

The old man sat there in the wreckage his face reflecting dismay;  
He didn't know until the crash that he'd been driving the wrong way.

‘I should have turned left but my sat nav said right’  
He started telling the cop

‘And that explains my terrible plight  
as I came to this shattering stop’.

‘But sir’ said the cop ‘You have no sat nav’  
‘Oh yes I have’ replied the old man  
‘She’s sitting right there in the back’.

## Albatross

Quite by chance, I came across this cracking photo of our boat on the internet. A wonderfully crisp 15”X10” print cost all of £8 ! This is a photo of my framed print. It’s by far the best one of any “33” that I have seen under sail and I thought it might be of interest to you for the magazine. Unfortunately, the copyright is not mine, but that of the professional photographer that took it from the back of a red Funnel Ferry in the Solent. (It is me in the door). Colin Work can be contacted at [www.pixstel.com](http://www.pixstel.com) or on 02380 550434. The ref. no. is 12758 and is called “Albatross in the Solent”



Like many others, we’ve kept our Mobilife cooker going, even thought it was on it’s last legs as there was nothing to replace it. There is now. The Smev CU 433 3 Burner Cooker Moonlight, fits a treat, just ! I replaced the old gimbal supports with the new ones, fitted a 8mm/flexible adaptor and that was it. It sits slightly lower than the Mobilife, exposing some varnishwork, which I protected with kitchen foil temporarily, but it didn’t get too hot so I guess it’s not required. However I have just had some S/S protector plates made up for a few pounds just in case. The new Smev has 3 burners, oven(slightly smaller), internal grill and a smart black glass top. All the burners have safety devices. Frankie loves it ! It was supplied by Mailspeed Marine for £394.98 plus delivery. We would recommend it and thought you might wish to publish details in the next magazine.

I’ve kept the old Mobilife, so it’s free to anyone who wants it.

Having been down to the boat yesterday, I realise there is something important I should add so as to avoid disappointment should anyone accept my advice and replace their cooker.

The cooker space gap is almost exactly 500 mms. The Smev dimensions as published, show the overall width of the cooker to be more than this, which is true.

The hob is supplied with 3 sets of 2 curved pan restraints which fit over a square section rail, each side of the hob. Once in position, the restraints can be adjusted and secured, by use of knurled knobs which permit pans of differing sizes to be held in position. With these restraints in position, the cooker is indeed wider than the space available, due to the knobs, although the body of the cooker is comfortably within the 500 mms. available.

Either mount the cooker higher, so that the knobs are above the level of the work surface, which means you can't use the infill cover, or, using only 4 of the 6 restraints, remove the screw knobs and replace with 8mm S/S bolts of suitable length.(thus reducing the width) The restraints can now be positioned to form a fiddle rail to the front and back and the supporting rails act as sides. This is what we did and we are more than satisfied.

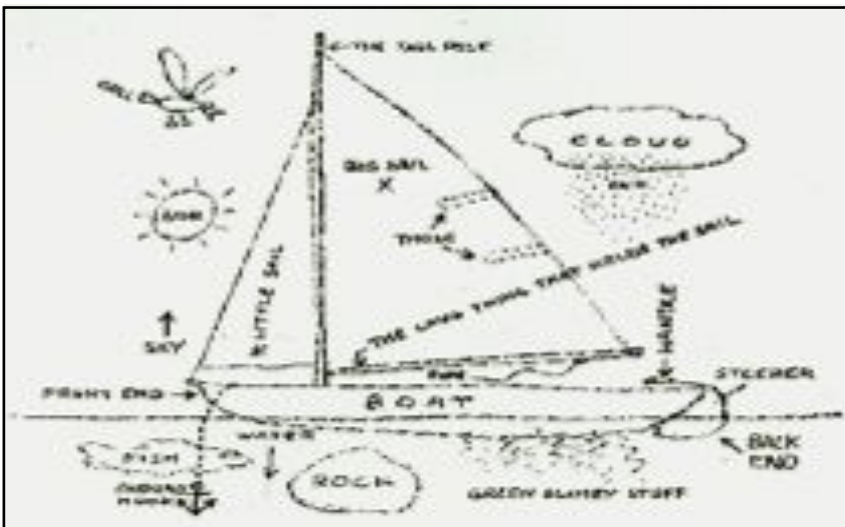
Mike Barrett.

*Nauticat 33 "Albatross"*

*Tel. No. 01579 364007*

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*A few reminders through these winter months. Ed*



# Cruising Forum

## **Marine Conservation Zones on South Coast**

MCZs should not on the whole affect pleasure craft except where they are established to protect Eel Grass where restrictions on anchoring may apply (*as in the Swanage area*). An MCZ is being established covering the whole North and East Coast of The Isle of Wight, from Needles, Fareham Creek, Sandown Bay, Selsey Bill and an area between Brighton and Hastings.

## **The Coast Guard**

Some proposals are still being hotly disputed, particularly the plan to open some sub centres for daylight hours only.

## **Current plans are:**

Maritime Operations Centre in the Southampton- Portsmouth area with a backup facility at the existing Traffic Control centre at Dover.

24 hr. sub centres at Falmouth, Milford Haven, Holyhead, Belfast, Stornaway, Shetland, Aberdeen, Humber, London and Dover.

Some daylight only sub centres will be retained but stations at Clyde, Forth, Portland (*hotly disputed*), Liverpool, Yarmouth, Brixham, Thames, Swansea and Solent (*replaced by MOPS*) progressively to 2015.

## **The Schengen Agreement**

Some EU countries are imposing additional checks on vessels entering EU ports (*vis. Belgians and French challenging use of Red Diesel*).

The Channel Islands are not party to the Schengen Agreement. When travelling directly to and from the CIs you are required to fly the Q flag and notify customs of duties liable, VAT paid, prohibited animals, goods etc. We are meant to enter the UK through a Schengen port (??????).

See <http://customs.hmrc.gov.uk> for details!

## **DSC**

Originally, the fitting of VHF/DSC sets was going to be compulsory by 2013. However studies have shown that very few yachtsman have taken up the challenge of VHF/DSC claiming that the current equipment is far too fiddly and complicated to use, especially when busy and seasick trying to sort out a crisis. Many have fitted DSC for the sole purpose of transmitting a Mayday with GPS position.

The Coastguard hope that they will be contacted via DSC if there is routine traffic for them such as a transit message.

If sailing in company, as on Nauticat Rallies, it does help the Admiral to keep his fleet together if he can call them up as a unit - for this reason The Nauticat Association has a group MMSI No.011223344 and Members are asked for their MMSI on the Renewal/Joining Forms.

### **Channel 16**

It is no longer mandatory for ships to keep a listening watch on Ch.16. To contact one about to run you down you may have to use AIS to get their MMSI number and call them via DSC.

### **Fuel**

Gosport Marina is supplying FAME free non bio diesel fuel so that I was able to safely top up (*with a dose of biocide*) for the winter.

### **Keeping in Touch**

If you have any news that might not be common knowledge and is relevant to Nauticat owners, please e-mail it to me [j.claisse@btinternet.com](mailto:j.claisse@btinternet.com) or snail mail Chapel House, West Meon, Petersfield GU32 1LX Tel:01730 829001.

Besides the above items further discussions might include: the latest on E-borders, Customs and Excise, harbour police, harbour masters regulations, marina facilities, Windfarms, ATIS, fuel availability, navigation, security etc. These topics will be discussed at the AGM (4<sup>th</sup>. Feb 2012).

John Claisse

ZARZUELA



# Classified

## Kalevala - Nauticat 331 - Commissioned April 2000

### Accommodation:

- Aft cabin with extra-wide double berth, wardrobe.
- Wheelhouse (with spacious cupboard storage)
- Lower saloon/dinette with U shape seating, convertible to double berth
- Galley with usual facilities
- Heads with curtained-off WC and shower arrangement
- Forecabin with twin bunks & storage



### Engine:

- 88hp Yanmar – only 675 hours – maintenance record

### Instrumentation:

- Chart plotter, usual wind, log, tri-data in ST60s. Exterior engine tacho. VHF radio, Radar, Glomex TV aerial.

### Sails plus extras:

- Main and mizzen both fully battened with lazyjacks and sail bag system
- Usual teak decks but unusually also on coachroof
- Deep fin keel (1.6m, the deepest available at the time)
- Nauticat “special” versatile seat for use in wheelhouse or saloon
- Blue upholstery (mainly Alcantara), curtains, original fitted carpets
- Battery charger, bowthruster. Eberspacher heating + Aurora heater, using engine coolant water

One owner (Chartered Engineer) from new and well maintained. There's a lot of teak on a 331 and this one has been carefully looked after to preserve a very good appearance. Construction personalised during build in Finland and was the first 331 to move the wheel to starboard, giving much more usable space in the wheelhouse. Heads/shower arrangement was also new idea and maximises space while keeping the shower area separate from the wash basin area. Lower saloon is excellent additional living area, not found on the “Liveboard” version. With the saloon and wheelhouse tables it is possible to seat 9 for dinner. Used by husband and wife very little, almost entirely for local Solent pottering, hence low engine hours. Picture shows an earlier lift out but is currently afloat. Lying Chichester.

Asking price: **£149,000**

Please contact the owner, David Morrison, to discuss further details  
01903 744461 davidmorrison@waitrose.com

# Classified

## Famille de Rose - Commissioned in 1981

A stunning “flush deck” example of this classic motor sailor. The hull, deck, coach roof and wheelhouse are of GRP construction the decks and coach roof finished with teak decking. Below the water line the hull has had the benefit of additional epoxy protection. Famille de Rose sleeps six people in three double berths arranged in three cabins (including saloon) with an en-suit heads located in the aft cabin which also comprises a vanity unit complete with wash hand basin. A forward heads complete with vanity basin and holding tank is located between the saloon/galley and V-berth adjacent to the hanging locker. The internal layout complemented by the spacious wheelhouse allows for comfortable extended cruising with friends on board.

Subsequent to purchase in 1999 the current owners have regardless of cost fastidiously maintained and upgraded Famille de Rose to her present condition with over £40K expenditure to date. Comprehensive records of all work together with receipts for all expenditure have been retained. Famille de Rose remains in magnificent condition and is admired by all who see her.



Famille de Rose has a massive inventory comprising:

- Ford/Gustavson 80HP Engine
- Hydraulic Dual Position Steering
- Stainless Steel Fuel Tanks
- Max Power Bow Thruster
- Mermaid 240v Reverse Cycle Marine Air Con Unit
- Calorifier Engine /240v
- Stirling 40A Pro Digital 4 Stage Battery Charger
- Dual Voltage Fridge
- Suunto Internal Steering Compass
- Suunto External Steering Compass
- NASA Clipper Depth + Repeater
- Simrad CP30 Colour GPS + Repeater
- NASA Wind Spd / Dir + Repeater
- Navman Tracker Black / White GPS
- Hummingbird 250 DX Fish Finder
- JRC 1500 LCD Radar
- NASA Navtex Target Pro
- NASA Weather Man
- NASA SX35 DSC VHF Radio
- Navico Axis RT1400 VHF Radio
- NECO Autopilot
- Additional Stern Anchor
- Lazy Jacks to Main and Mizzen
- Nemo Genoa Roller Reefing
- Techimpex Fail Safe Gas Cooker
- Lodestar 260 Inflatable Dinghy
- EV Ocean 4 Man Canister Life Raft
- Honda 2.3 HP Outboard Motor
- Vision Plus Freesat Receiver + Dish
- MEOS TV/DVD + Masthead Aerial

**Price: £79,000** For full details, inventory and photographs please contact: Keith Barthorpe 01245474191 / 07891202451  
keithbarthorpe@hotmail.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

**'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](mailto:cutwoo@gmail.com)

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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

## '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

## THE ANNUAL GENERAL MEETING

2 PM Saturday 4<sup>th</sup> February 2012

### The Royal Adelaide Hotel

46 Kings Road, Windsor, Berkshire SL4 2AG

01753 863916 [info@theroyaladelaide.com](mailto:info@theroyaladelaide.com)

[www.theroyaladelaide.com](http://www.theroyaladelaide.com)

Heavily discounted room rates available for attendees.

Double Room: £90    Single Room: £70

Please book your room direct with the Hotel.

There will be a Dinner at the Hotel on Saturday Evening

## 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