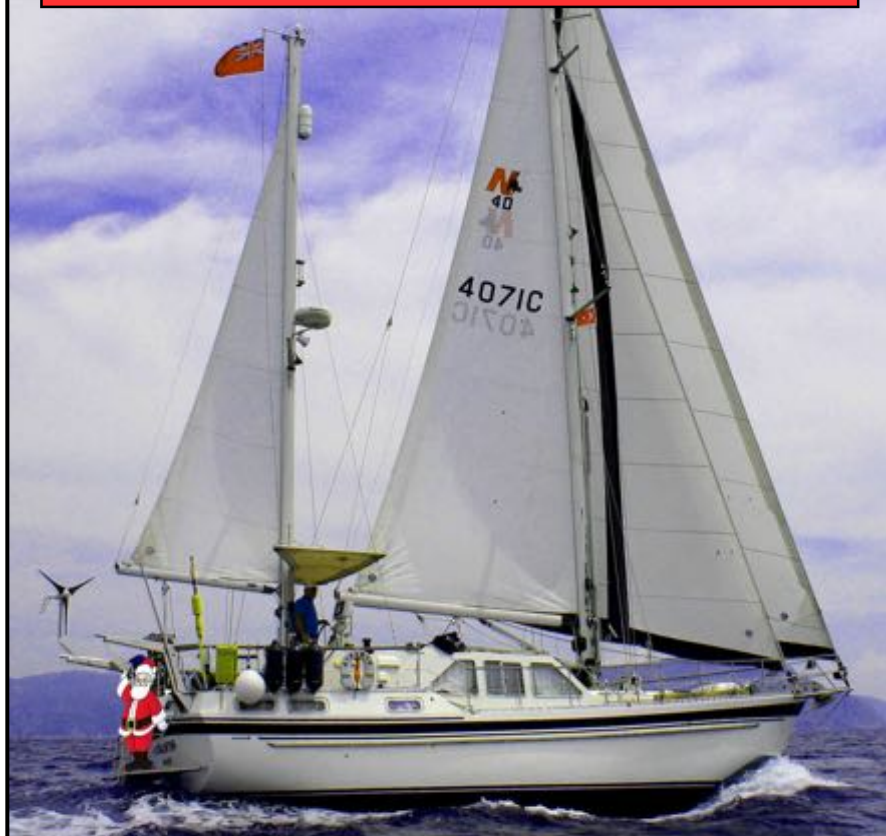


CAT - A - LOG

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



Gordon Paterson's Nauticat 40 Atalaya underway in Turkey - with a stowaway



Nauticat Association Newsletter

Issue Number 65

Winter 2013

Nauticat Association Merchandise

We now have a new and extensive range of merchandise, just in time for Christmas.

The range of items can be found at <http://www.swift-uk.com/> look under "catalogue"

John Claisse emailed an order form to all members, but if you have lost it just email richard@wcal.co.uk or download it from the web site.

All items can have the Associations logo and a boat name added in many different colours. There really are some nice items in colours, styles and fit to suite every member.

For ties and burgees then please email Richard Wakeham directly.



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Cat-a-Log

Issue No. 65 Winter 2013

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SOCIAL SECRETARY EAST

Position Vacant

Nauticat Association Group

MMSI number is 011223344

Chairman's Message

Winter is here and I am comforted by the fact that Galatea, my Nauticat 351, is safely in a shed in Germany. Especially as her home base is on the River Frome, which runs into Poole harbour. With 99 mph. winds at the Needles during the storm, I would have had some very anxious moments. I hope that members' boats survived the strong gusts.

The Laying up luncheon was a very enjoyable and a great success and we escaped back to the mainland just before the storm force winds arrived, otherwise Judy would have refused to leave the Isle of Wight.

I wish that I had been able to join in the Celtic Section laying up supper in Glasgow, another great opportunity for members to gather and share tales of their summer adventures. Sailing from the Clyde via the Outer Hebrides and Orkney to the Firth of Forth was the subject of a recent presentation I gave to the Cruising Association at the setting up of their Celtic Section.

I am now looking forward to meeting as many members as possible at our AGM. The event is much more a social occasion and Drummond Challis will entertain us with visuals and anecdotes from making the film "Riddle of the Sands". With Jane Asher and Michael York starring and the Friesian Islands for location, members are in for a real treat.

Do make the effort to come to the A G M at the Chine Hotel at Boscombe near Bournemouth. I know that you will enjoy the occasion.

My best wishes for Christmas and the New Year.

Douglas Addison,
Chairman Nauticat Association

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.

Nauticat Association South West Cruise 2013

The initial idea was to organise a cruise, including a Rally, in the South-West, with an itinerary which allowed Nauticat members to have some flexibility in the length of their cruise, or to just participate in the social events. The timing would also allow boats from the Solent a couple of days to reach the gathering point at Brixham. I am not certain how it happened, but I found myself “volunteered” to arrange this event, so here is an outline of how it went.

During the planning phase the numbers of boats fluctuated, but at the start of the cruise there were 5 boats expected, plus a few extra members for the dinner in Dartmouth.

Saturday 20th July

Two boats, Zarzeula and Schuss of Beaulieu, were coming from the Solent, Schuss leaving during the day and Zarzeula in the evening, both heading for Weymouth. Schuss had a good trip, but unfortunately for Zarzeula leaving later meant they had a rough passage out of the Solent, so decided to go into Poole for the night.

Sunday 21st July

The day started with strong winds. Albatross, already arrived in Torquay, advised us that Brixham Marina was full of swell and the small ferry from Torquay to Brixham had stopped running. My original plan was to arrive in Brixham on Sunday, but with this information, we decided to stay on Jennyanydots in Dartmouth, and make our way to Brixham next morning. Schuss had a good sail to Brixham and by the time they arrived the wind had died down, although I heard some nifty manoeuvring was needed to squeeze into a small space on the pontoon!. Zarzeula made Weymouth, with a plan to make the Lyme Bay crossing on the Monday, unlikely to be in time for the Pontoon Party in Brixham, but in full hope of making Dartmouth on Tuesday.

Monday 22nd July

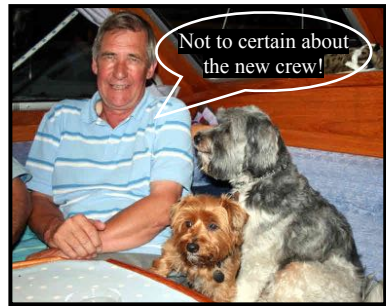
We had a leisurely sail on Jennyanydots around to Brixham (even spotting a dolphin), and joined Schuss on the events pontoon by lunchtime. Shortly afterwards Albatross arrived. With Fenicia already berthed in Brixham we now had a gathering of four Nauticats. The evening was pleasantly warm and sunny for the drinks party aboard Jennyanydots, with 10 people squeezing into the cockpit. Paul and Karen joined us for dinner, and Pauls’ dogs, Tilly and Kai, just couldn’t resist joining us for the cheese course!



Albatross, Jennyanydots and Schuss
on Events Pontoon



Drinks aboard Jennyanydots



Tuesday 23rd July

We heard in the morning that Zareula was held in Weymouth owing to thick mist, so reluctantly John decided that he and his crew would not be able to join us for the Rally. The four Nauticats from Brixham had plenty of time for a leisurely sail to Dartmouth. Albatross leaving first had a trouble free passage, and found that Dart Haven Marina had reserved a section of the visitors' pontoon for our rally. Jennyanydots and Schuss left together.

We were having a good sail, well heeled over to port, when I suddenly realised that I had forgotten to close the seacock in the forward head, resulting in the sink overflowing with seawater! So a quick gybe to get the boat on an even keel and then down to shut the seacock. This somewhat unorthodox manoeuvre got the crew of Schuss wondering what was happening to us, so they nobly sailed back towards us to check all was ok, which actually provided a photo opportunity of "*Nauticats under sail*". As we headed onward towards Dartmouth, the mist rolled in and visibility dropped to less than 100 yards. So, with radar on, we made a careful entrance into the River Dart, but once in the river the mist cleared. My 93 year old father, who was sailing with us, found the whole experience "interesting" as he "never been to sea in a mist like that!" Fenicia, who left later in the afternoon, had a fast sail to reach Dart Haven in time to join in the evening celebrations.



Albatross leaving Brixham



Schuss in Dartmouth



Jennyanydots under sail



Schuss sailing upwind

We had another warm and pleasant evening, with pre-dinner drinks aboard Albatross, before walking to the Royal Dart Yacht Club for dinner. Here we were joined by Rod and Annabel and their guest. The RYDC provided a delicious meal in the club restaurant which was reserved for the Nauticat Association. A very enjoyable evening spent in good company.



Squeezing up to make room for Fenicia



Dinner at the RDYC

Tuesday 24th July

Fenicia, left early in the morning to return to Brixham, due to work commitments. Later, at a more respectable time, Albatross departed heading to the River Yealm and Schuss headed towards Fowey. Both were plagued by coastal fog on their passages.

We spent a leisurely day in Dartmouth taking a pleasure trip up the river on the old RAF Motor rescue launch the Fairmile and a meal in The Ship, Kingswear. The next morning we saw Dad off on the train from Paignton, and then returned to our mooring at Noss, just a mile away!



The Fairmile
In
Dartmouth



Schuss
Departing
Dartmouth

So, having “volunteered” to arrange this cruise and rally, I have now learnt quite a bit about what’s involved. Theresa and I thoroughly enjoyed the cruise/rally and hope we will be able to run a similar event (or at least focus on a rally) in the south-west again. Please let us know your thoughts.

Alan Warrell
Jennyandots

Technicat Rally

On a grey, rather windy Saturday morning twenty one members met at Gosport Marina for the Technicat Rally. This is the second year the event has been organised and it was another great success.

We all met for coffee at 10.30 which was a good opportunity to renew acquaintances and meet new members. A talk followed by two RNLI inspectors who demonstrated things we must all remember about life jackets; a good reminder.



The Technical Secretary -
an improvement I think



There then followed a tour of the Nauticats in the marina and an on board inspection and discussion about safety, all good stuff.





A very good lunch was served at 13.00 by the lovely café staff with this little rally winding up around 15.00. *Ed*

The Confession

A NEW section in the Cat-a-Log to encourage Members to ‘Confess’ their little misjudgements or mistakes. Names will be withheld if requested.

Confession Number One Contributed by ‘Old Possum’

I’m on board my sailing vessel progressing favourably with a F3 on the quarter, Genoa only and the last of the tide still with me. On approaching the river entrance with the wind decreasing I decide to start the engine.

Keeping the Genoa hoisted as it still seems to be pulling and with the engine sounding good I am making 2.5 knots. Fifteen minutes later still 2.5 knots, strange? Look over the stern, plenty of bubbles.

I phone the Marina in the river I am approaching to say I may need a tow as I seem to have engine trouble. Another ten minutes later still only 2.5 knots, wind now very light and the last of the favourable tide fading. Looking at the engine rev counter it is showing 1400 revs. I see no point in maintaining these revs if I am only doing 2.5 knots so decide to ease the throttle It was then I realised the engine was not in gear.

Technical Support

Hope you all had a good season, with not too many problems. I am attempting this winter to update the suppliers list, so any information on suppliers you have found useful or not please let me know, so they can be incorporated into the database.

Jennyanydots

This season has been very short for Jennyanydots, owing to family gatherings in Ireland and Italy, but we have gained one significant problem, at the end of the South West Cruise the depth finder started to be intermittent. I checked connections and assumed it must be the actual Raymarine depth display (ST 60), but with the assistance of Dart Haven Marina it appeared to be the depth transducer. This is an Airmar bronze transducer which is the circular type as opposed to the oval ones now provided, so two options haul out and change transducer and most likely the fairing around it or fit a “in hull” version. The “in hull” version did not look such an easy option as finding a suitable place inside the hull did not appear to be obvious without some woodwork. Fortunately the wonders of the internet and e-bay allowed me to find an exact replacement (in original box unused) in the USA, so for £55, I have acquired a replacement, just got to fit it! I do wonder if the failure of the transducer was anything to do with having the antifoul being blasted off last winter!

This winter I was planning to stay in the water, but now I will have a weekend lift out in the spring, to change the transducer, polish the hull, check the anodes and look at the Spurs rope cutter which is still making a tapping sound at any engine revs above tick over.

Technical Queries

The following are the queries raised by my members during the last 5 months:

NC 33 (1987) Back from Baltic

A new member had bought a NC 33 in the Baltic and was looking for advice on what spares to take out from the UK to make the trip back. I put him in touch with a couple of members with similar aged boats and they provided him with the necessary information. The trip back was successful other than an overheating engine caused by a faulty thermostat; reports are he is pleased with the boat.

NC 331 Prop Anode

Can you advise me where in the UK I can obtain prop shaft nut anodes for a 331 ? I sourced some directly from Siltala when I bought the boat, but

that stock is about to run out ! The anode is 38mm Dia x 32mm long from the nut face, the threaded part is 10mm long and seems to be 24mm dia threaded.

Provided general anode suppliers, but no definitive source, anyone have a UK source?

NC 331 Stuffing Box

Do you have any data on what size stern gland packing, 2006 331? Veli Karja states that the 331 packing is 10 x10mm with 2 rings. Which seems to conflict with the article in Cat-a-Log where it was reported 1 ring?

The size is 10 x 10mm, and like myself most have difficulty in getting two rings in the stuffing box and get the nut back on again.

NC 33 Vibration when turning

Having just returned from cursing the South Coast of Spain/Portugal Compromise is now ready to be lifted out in Lagos for servicing hull etc.

Although there were no problems while motor/sailing for hours there goes a strong vibration through the boat at very low speed and when turning around in the harbour, or getting ready to drop the anchor.

Could this be the gear box (gear shifting is OK) - rudder blade - lose propeller - bent shaft? There is no rope around the prop. I do not know if anything will be noticed when she is out of the water. But whatever the problem is it should be seen to when she stands on the dry.

There are several possibilities which could cause the vibration:

- 1) The propeller could have been damaged and is now out of balance, unlikely if you have not hit anything or got something caught around the prop.*
- 2) The cutlass bearing could be wearing, this is a strong possibility and can be checked when boat out of water.*
- 3) The flexible coupling between gearbox and prop shaft could be wearing, or coming loose, can be checked boat in or out of water.*
- 4) The gearbox rear bearing could be worn, this is the least likely as I would expect more rumblings from it at all speeds.*

Thank you for your thoughts. Another possibility is that there is air in the hydraulic steering pump. It all happens when making a sharp turn and slowing down after a long passage.

As soon as the boat is out of the water we shall go through the different options to hopefully remedy the problem.

NC33 Water Impeller

Would you be able to help with identifying a supplier for the seawater intake impeller on my Ford engine. I have failed to get one having tried several suppliers. It is not a Jabsco pump. The impeller is on a key way on to a 16 mm shaft, 9 paddles, 57 mm long, approx. 65 to 70mm diameter. I have tried Hendy ford, but they do not stock any parts for the engine marinisation.

Not having much success in tracking down the sea water impeller, all the information I have shows that generally the pumps used were Jabsco, which you say it is not, any ideas what pump it is, it could be a Johnson pump which was produced in Sweden at the time your engine was made, which would fit with a Gastavson marinisation.

The following lines of enquiry pursued:

- 1) A company called Boso Motor AB in Sweden took over the Gastavson company back in 2008 they were still supplying marinisation parts, the owner (no English) is on 004687671940, (no e-mail found), but there has been contact with his brother in the past, Anders Carlsson (speaks English) e-mail anders.carlsson@projectpartner.se. They may know the type of pump fitted. (I have sent an e-mail to see if they know).*
- 2) Looking though my data it looks like Gastavson used the Johnson 10-2410-1 model of pumps on the Ford 2711 & 2713 (no info on 2712), this had an impeller 09-1028B fitted, which is similar size to yours, 65mm dia, 50mm long. 16mm shaft, but the drive is via a spline shaft not key. So this does not look like yours.*
- 3) Taking your description and sizes of the impeller the nearest I can find is a Jabsco (Part list attached) impeller, part number 4598-0001, shaft size 5/8" (16mm) with a key drive, diameter 2 9/16" (65mm), width 2" (50.8mm), but its only 8 blades, Pacer Marine, Hampshire 01252317100 have them in stock at £20.41.*

If you have any clues to who you think made the pump I can do some more research, I will let you know if I get a response from Boso Motors.

Your suggestion is the closest I have come to getting a replacement. I don't know what performance difference there would be with one less blade but I will call Jabsco and take some advice. Fortunately I had a spare on board

when I needed it, as it was there when I purchased the boat, but I did not count the paddles before fitting the spare.!!!

No luck with locating an impeller. Had a look at the Jabsco 4598/0001 but it is 6 mm too short and the keyway is a different size. Have also checked Johnson and Sherwood range none of which fit.

Would it be possible to identify the pump manufacturer? It is a double pump on a single shaft, one impeller for engine cooling, the second smaller one for a bilge pump. Fitted to a Ford 2712E Gustavson conversion 1976 manufacture Hull No. 385.

I have looked back in my files and see from a circular of parts suppliers Version 12 in 2005, that it says the latest Gustavson spares list is available? I know it's a long time ago, and wondered if such a spares list is now available. Clearly I need to track down the pump manufacturer to get the correct impeller.

The original Gustavson conversions of the Ford 2712E, around 1975 to 1977 used a double pump (raw and bilge) it was not a successful design and they stopped using it in about 1977 and started using a Jabsco pump, the original pump manufacturer soon went out of business and the pump became very hard to support.

Advice in the past to owners of boats with this original pump arrangement, was to replace the pump assemble with the complete Jabsco assemble (current part number 10950-2401 3/4" pipes or 21140-2401 for 1" pipes) which then is supportable with spares from Jabsco and fit a separate bilge pump.

The Jabsco pump comes with the crankcase flange, and its certain that the crankcase design is the same on the range of 2700 engines, the pump does not come with the gear wheel on the end of the spline, but it should be possible to remove the existing gear wheel. This sounds like it would be best to remove the old pump and compare with the Jabsco replacement pump (new pump cost £317) before buying one. Details of the replacement pump can be seen on line on the Jabsco Shop web site (just search for 10950-2401). Gaskets for the pump flange (155018) are still available (ASAP supplies stock them).

Hope this helps, it does sound like replacing the pump with a newer model may be the only way forward.

NC 33 Air Filter

I require a new plexiglass sliding roof, any ideas were I could buy one?

Also having trouble locating an airfilter for my ford Lehman 90HP any suggestions.

The air filter fitted on the Ford Lehman could be either a oil based, which just requires cleaning and replacing the oil, or it can be the paper filter type of which to my knowledge there are 2 types a single element or a double element, a couple of possible suppliers listed below.

Hendy Power 0844 5399348 (engine specialists)

ASAP Suppliers 01502 716993 (general marine suppliers)

The sliding roof, I assume its fitted in a wooden frame, in which case you may be able to buy replacement plexiglass, a good supply of a range of plastic sheets is The Plastic People www.theplasticpeople.co.uk 01133993622, they supply a range of sizes and given dimensions or a template they will cut to exact size.

NC 33 Windlass

I am about to replace my manual windlass on my 33 Mk11 and would like to know if anyone has recently done this, and if so what one did they use? I am told it needs to be a 1000w windlass as the Nauticats punch above their weight, and the 700w motors are to light. Any info would be greatly appreciated.

I think most Nauticats of the 33 to 35 ft range use the 1000w windlass, that's what I have fitted to my NC 35.

There was an article about fitting a windlass in a recent yachting magazine, can't lay my hands on it at present but will let you know if I find it. PBO had an article in the January 2012 issue, which you can buy on line, that may help.

A couple of points you need to consider:

- 1) You need to make certain the gypsy on the new windlass is the right type for the anchor chain you have, otherwise you may suffer with the chain jamming. The gypsy on the manual windlass would be useful to take along when buying the new one, or take a section of chain along to make double sure it will fit.*
- 2) You need to think about the electrical power required, some boats fit a separate battery up near the bow, so keeping volts drop to a minimum, and run the charging cable up to bow, this may be easier than trying to run heavy duty battery cables from engine area up to the bow.*
- 3) The type/manufacture will probably be determined by the physical space you have and were the current chain runs to chain locker.*

Let us know how you get on with the windlass.

NC 33 Solar Panels

I am looking to replace solar panels, do you have any information on which are semi flex able and 100w

I don't have much experience of using solar panels; I have attached an article from YM in May 2011 which covers choosing a solar panel, which should help.

NC 331 Removing Crankshaft Pulley

I am struggling to pull off the above hub front the front of the crankshaft. Do you have any suggestions or know of anyone that has accomplished this?

The background, I need to access the gear A-B-C marks to confirm injection pump timing, possibility French engineer might have assembled incorrectly ! To see these marks the front cover has to come off, meaning the damper & hub removal. Hub bolt torqued to 176Nm, & on a taper with woodruff key. I have tried a 3-leg puller, and a 'HD' Sealey twin leg puller. The former bent, the latter sheared it's 5mm bolts. I am trying again with the Sealey, replacing 5mm bolts with 8.8 grade, & then trying 6mm. If that does work I really don't know what to expect use the engine as an anchor !!

Incidentally the Yanmar Service Manual for this engine & the backup from Barras is rubbish!

Unfortunately I don't have any personal knowledge of removing a crankshaft pulley (or removing a fuel pump) on a Yanmar engine, and most manuals just say remove pulley, not very helpful.

As you think the French Engineer may have assembled the gear train incorrectly following a fuel pump removal, I assume he accessed the fuel pump gear through the small end plate on the front gear train housing to undo the drive shaft for the pump. Have you tried looking through the this end plate to see if you can see the gear train alignment marks through this small end plate, if so this would save you removing the pulley and the complete front gear train housing. Attached a couple of drawings from Yanmar may help.

I know from other engines the pulley can be hard to remove, and finding a good pulley puller is not always easy.

I also thought that it was just a case of aligning the marks visible with the injector pump cover plate removed. I tried this but did not seem to be able

to get the marks aligned. A talk with Peter Taylor at Barras revealed that a 10% check requires all the timing marks on 3 gears to be aligned with No.1 12deg BTDC compression. Note that Yanmar label No.1 cylinder is that closest to the flywheel !!!!

I'll let you know the outcome.

NC 33 Replacement Stern Gland

I am after some advice, the boat is coming out this Monday, the stern gland is leaking badly I was hoping to replace it with a more modern design just wondered if you have any recommendations or suggestions?

There is no clear answer to what sort of stern gland to fit, various members have used a variety of different makes. When Nauticat were asked why they still use the traditional stuffing box gland, the production manager said they are overall a safer option, as the modern driplless ones can have a catastrophic failure in his opinion. (the flexible bellows may split)

There are basically two types, lip seals and face seals, both usually need some form of lubrication, feed from the engine water cooling system to provide constant supply of water, some popular makes are PSS (Packless Sealing System), Deep Sea Seal and Sure Seal; all available from various chandleries. Article on the different glands and previous Cat-A-Log article provided.

Fuel Problems on a NC 331 (2006)

One of our members has been plagued with fuel and engine problems, here are two reports he has provided.

Fuel Tank

The addition of fuel tank access plates to my fuel tanks is rather a cautionary tale for boaters who leave 400L of diesel in their tanks for any length of time !!

I have been suffering from engine failures for several seasons, stuck injectors twice, and general poor engine running. The problems were traced to 'diesel bug', which typically causes filter plugging, something I have never experienced. Several solutions were tried, fuel treatments, fuel 'polishing', and the addition of a second primary filter. The fuel was analysed, 5% bio, with little water which was a surprise. However, the 'bug' gave rise to very sticky black deposits which was the cause of the injector problems.

Matters came to a head in Dieppe this May when starting the engine for a passage to Fecamp. The engine started with clouds of smoke, and would not rev up. After consulting the marina office a local engineer was called,

who arrived hours later. This was to set the pattern for the next 16 days ! The engineer did correctly identify that the low pressure pump in the injection pump was not working correctly. Thanks to the fact that I had the injection pump gear removal tool on board the pump was quickly removed and sent off to be repaired. The next days were full of frustration as the pump took many days to return. In the meantime both fuel tanks were emptied and the fuel ditched. The red diesel that was removed was found to be surprisingly clear. We filled the tanks with a minimum of 'white' diesel' treated with Grotamar 82.

With the fuel pump returned, fitted, the engine was started. On idle there was a little smoke, when revved a lot of smoke and on load little smoke. After cleaning the injectors, and tinkering with the injection timing the engine performed considerably better. We managed to nurse the boat back to our home port always keeping the fuel level as low as possible. It is quite challenging to add fuel to a tank in mid-channel !

On return the decision was taken to try to completely overhaul the fuel system.

The 33/331 steel tanks are 3mm thick mild steel. I contacted a local tank cleaning service who quoted for installation of a plastic hatch secured by a single central bolt and sealed with an O-ring, they were quite happy to install on the vertical face of the tanks. I found out that that this hatch was supplied by TekTanks under the part name 'FLB' and is WEMA brand part. I contacted Tektanks and asked about the suitability for this installation, they stated that this hatch was only to be used on the top surface of fuel tanks ! On the 331 the only surface accessible, without tank removal, is the vertical face next to the battery boxes. A search of the internet found plate kits from a US company, Seabuilt, who offer a range of aluminium or stainless steel plates in varying sizes. These plates are secured by eight bolts and use gaskets seal the surface, the downside is the cost. I contacted the UK agents, but they only had one eight inch aluminium kit in stock. This kit was purchased and five more ordered. That sounds overkill, but there are three compartments to each tank, the only way to ensure clean tanks is to access each, (alternatively the use of steam cleaning might enable the use of one access plate ?). To cut the six inch holes I purchased a Starrett hole cutter, DH0600, and used a drill running at ~100rpm with cutting fluid. The swarf produced goes everywhere including into the tank as the cutter breaks through. I made cardboard and plastic sheet shields to contain as much as possible. It was a slow, dirty and uncomfortable task, whilst crouched over the engine.



Cross over filters



With large holes and the bolt holes cut, the sharp edges were removed and the clean-up commenced. The upper surfaces of the tanks were essentially clean, however, at the bottom of the tanks there was a considerable amount

of a black sticky gudge !? The residue was soaked up together with the metal fragments, and I used acetone to clean the tank surfaces. The copper fuel lines, dirt extraction lines, and the filter housings were flushed through and that diesel was ditched. Finally all the flexible fuel lines and filters were replaced. A small amount of treated diesel has been added to one tank, the other remains empty !

The moral of this saga ?

- Do not leave diesel in tanks for years, even if you treat the fuel with biocide and keep tanks full for winter.
- Buy diesel from known, high turn-over sources, if at all possible.
- At the first sign of any black deposits in the fuel or filters consider having tanks drained and cleaned.

Parts Sourced: Plates kits; Excellent service from Silvers Marine, Rosneath, and Seabuilt USA. Other parts; Fuel hose from Advanced Fluid Solutions; Hole cutter from FFX Tools.

Personally I continue to be amazed that the builder of a very expensive yacht can not install fuel tank access plates. Perhaps that well know yachting commentator, Tom Cunliff, was correct when he said ‘walk away from the purchase of a yacht without fuel tank access’ !!! If I had heard that prior to buying I might just have thought twice and I would have saved myself a lot of time, energy and expense.

Flexible Fuel Pipes

I am in the process of cleaning out the fuel system on my 331 to remove all traces of diesel 'bug' which has been the cause of repeated engine problems. As part of this exercise I am replacing all the flexible fuel lines.

On the 2006 331 the return fuel line is routed from the injection pump, along the edge of the floor by the battery box to the engine compartment rear bulkhead. Here the hose goes through a hole in the bulkhead, bends through 90deg to attach to the bottom of the tank diverter switch. Here the hose was crimped onto a 8mm steel stub. As I moved the hose to pull it through the bulkhead the hose parted from the bottom of the crimp !!!!!!!??? On examination it was obvious that the hose had been crushed completely on one side when the crimp was made.



If this hose had failed whilst on passage the returned fuel would have passed directly down into the bilge. This failure would only have

been discovered when either the tank ran dry or the bilge pump was activated. A repair whilst under way would have been rather difficult to achieve, who carries spare fuel hose, and end fittings ?

I intend to replace this end fitting with a length of 8mm copper pipe and hose clamp the return line inside the engine compartment.

I recommend that 331, (and other Nauticat owners ?), are advised of this potential failure point.

Tech-Ni-Cat

We held our second Tech-Ni-Cat at Gosport Marina this September, again coinciding with the Southampton Boat Show. This year to provide a slightly different focus, we had two of the RNLi boat safety team come along to talk about safety equipment, especially life jackets and the sort of things they look for when carrying out a safety check on a boat. A successful morning, other than it being a bit chilly, so the lunch that followed was much appreciated. In the afternoon individuals looked at specific items on the boats we had in the marina.

I tried to help Richard locate the manual lever on the fuel pump, on his Ford engine, but we could not reach it, I believe it's hidden by a heat exchanger. Then we had a live example of members helping each other, when the engine on a NC 36 would not start, it transpired the spring on the fuel pump

which holds the shut off lever had broken, so a magic touch to move it to the on position and the engine started.

Please let us know of any ideas on how we could develop these technical gatherings.

Happy winter maintenance.

Alan Warrell

Technical Secretary



We have another Artist in The Association. Our Technical Secretary, Allan Warrell's painting of John Claisses' Zarzuela

Deadline for next issue - 1st April 2014

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 Laying up Lunch

When I say the forecast was not good I really mean it was not good. Initially there were winds of 60-80 knots forecast for Sunday, not good for sailing back from Cowes. Twenty four people braved the crossing by ferry, not quite as challenging as a Nauticat, to attend this scheduled get together. The bar and restaurant at The Island Sailing Club have one of the most spectacular views of any bar I have ever been in. You look out across the Solent, over the Bramble Bank towards Southampton with Spinnaker Tower at Portsmouth in the distance to starboard. This has to be one of the busiest sea ways in the world with cargo ships, ocean liners, ferrys and the sailing fraternity all juggling for position. Only last week in the news a racing skipper of a 35ft yacht was fined £100,000 pounds for hitting a tanker and dismasting his boat. He paid a high price for not obeying the very strict rules of the road in this area.



Our Chairman with John Rotter



**Clive Cole greeting Maurice Owens
watched by our President and his Lady,
Ray & Jan Dennett**

Anyway back to the lunch. We were lucky enough to have our President and his lady join us this year. Ray & Jan Dennet, the Nauticat Association founders, are based on the Island at the moment so were able to attend. The lunch started at midday with drinks in this splendid bar, followed by a sit down À la carte menu in the adjoining restaurant.



Our ever dutiful Treasurer, Rod Cotton, checking the bill.

Eight of us had decided to stay the night in the Sailing Club's accommodation which is in a building I have never noticed before; in the High Street next but one to the club entrance. We met in the club for an early evening drink then to the Chinese restaurant on the promenade where we had a very good meal.



Lyn in the entrance of The ISC Accommodation



We all departed next day for the ferry ride to Southampton and home before the big storm arrived.

Ed

Rallies and Cruising 2014

Area Social Secretaries have started planning the 2014 season so that rallies and cruises can be merged and/or co-ordinated where appropriate.

Outline plans being considered so far include:-

Social Secretary South Coast John Crump:

7th-15th June – Yarmouth, Studland, Weymouth, Poole, Lymington.

20th-25th September – Gosport (*to include a Tech-ni-Cat day*),
Chichester, Bembridge.

Social Secretary France Joel Rogale:

Early July – Cotentin Peninsular and Channel Islands.

On completion of this cruise Joel (ILKIVA) will be sailing for the South Coast of Brittany and would be delighted to escort Members boats there.

Social Secretary South West Alan Warrell:

To be determined in July.

Celtic Secretary Pamela Barclay:

To be decided.

I hope this information helps you to plan your 2014 holidays.

An Area Secretary is required on the East Coast to help me organize events/rallies. Any Member able to help in his/her home port area would be greatly appreciated.

The Cruising Section of the Website (www.nauticatassociation.co.uk) contains the latest news on cruising topics. If you have such news please send it to me j.claisse@btinternet.com.

The Nauticat Forums include a Cruising Forum in which to exchange ideas. To join in click Forums on the website Home Page tabs.

Topics of special interest to Members include:

General Interest: ATIS, Bio-fuel, Red Diesel tax, Border Agency, Customs, Police, Wind Farms, Nature reserves, Oil rigs, fishing gear etc. If anyone has recent experience, good or bad, please pass it on to us.

Operational use of equipment: AIS (on iPod!), DSC, chart plotters, Broad Band Radar. Experiences please.

Cruise reports: Navigation challenges and destination facilities encountered. I hold some reports of a transit through France via Le Havre, Paris, The Rhone and Port Napoleon \Marseilles, Nice, Corsica, Italy.

Social Secretary South (Desig)

John Crump

jrc@seaholme.eu

Social Secretary South West

Alan Warrell

ta.warrell@btinternet.com

Celtic Social Secretary

Pamela Barclay

Tel: 0131 336 1175 Mob: 07775 594094

pamela@endura.co.uk

Cruising Representative - France

Joel Rogale

Tel:+33 (0) 682593221

joel.rogale@gmail.com

Please put your technical questions to Technical Secretary Alan Warrell
ta.warrell@btinternet.com.

Please feel free to contact me with suggestions and/or questions,
j.claisse@btinternet.com or mail to:

Chapel House, West Meon, Petersfield GU32 1LX, Tel:01730 829001.

John Claisse

Cruising Secretary & eNews editor

Zarzuela



Electrical problem on a Nauticat 351

When the electrical connections at the foot of the mast were disconnected prior to taking the mast down in August, 2012, they were found to be badly corroded and the cables were also in a poor state. The cause appeared to be the poor design of the plastic box which allowed salt water to enter.

In May 2013, the corroded ends of the cables were cut back and new connections made. The holes were sealed and the box taped down. This sufficed for the 2013 summer season.

Before the mast is stepped for the 2014 summer, the shortened cables will have to be replaced in the mast and a new stainless steel swan neck fitting used on deck.

Old Nauticats had proper stainless steel fittings so why did they change and what do the latest Nauticats have?

I recommend that all Nauticat Owners check to see how effective the fittings are on their boat. Admittedly my boat has seen 6 years of hard use and had some rough weather, but then it is built solidly to take any weather.

*Douglas Addison,
Galatea of London,
Nauticat 351*



□□

Fly Past

The Red Arrows flying over Gentrice in Swanage Bay.

Alan Langmead



The Annual General Meeting

2 p.m. Saturday 8^h February 2014

This years AGM will be held once again at:
The Chine Hotel, 25 Boscombe Spa Road, Bournemouth,
Dorset BH5 1AX

<http://www.chinehotel.co.uk>



The Chine is set on top of the cliff over looking Boscome Pier: IOW to port, Old Harry Rocks & Poole to starboard.

The Chine is a very elegant hotel from a bygone era when it was extremely popular with many celebrities. The lovely dining room overlooks the sea and with very comfortable bedrooms plus the usual leisure facilities should all make for a very pleasant stay.

For those wishing to take a two day break around the AGM there are plenty of things to do especially with Bournemouth only a mile away. A stroll along the seafront on your way to a little shopping, stopping maybe for a coffee or a lunchtime drink at one of the bars or cafes. The Russell-Cotes Gallery & Museum, with free entrance, are also worth a visit.

For those attending from further afield, Bournemouth Airport is only six miles away with Southampton a little further at thirty.

The Chine has offered us a good rate for our event with double rooms, **including dinner** and breakfast at £70 per person per night.

If attending please could you complete the attached booking form and return it, along with a cheque for the full amount, by the end of December.

If you are considering arriving early on the Friday and wish to stay the extra night please book and settle this directly with the hotel.

This years post AGM talk is about the making of 'The Riddle of the Sands' from the Producer - Drummond Challis.





**THE ANNUAL GENERAL
MEETING**
2 p.m. Saturday 8th February 2014

Booking Form

I/We will be attending the Nauticat AGM and request:
Rooms at £70 per person per night including dinner.

Name:

Cheque enclosed for: £

Please return the booking form and cheque to:

Robin O'Donoghue
44 Hill Avenue
Hazlemere
Bucks
HP15 7JU

Email: robidonoghue@aol.com

Tel: 07808 946 540

Classified

Senitoa - Nauticat 331 Ketch - Com- missioned September 2003

Hull Length 10.4 metres. Deep keel, Draught 1.65 metres.

Accommodation:-

Aft cabin has a double berth with 2 reading lights and overhead light and low level lighting. It has a dressing table with cupboards and a stern locker. It is ensuite with w.c., washbasin, shower attachment and shower curtain.

The Pilothouse has wheel to starboard and L-shaped settee arrangement. There is a large hanging cupboard and loads of storage. It is also fitted with a removable oval table. The cushions are covered in wine red Alcantara and the side windows have off white curtains. The windscreen has an outside canvas cover in dark blue to match sail covers. All accommodation is carpeted in beige. The Lower Saloon has the galley to Starboard and Dining area to Port. There is a plentiful supply of cupboards for storage. It is possible to seat 7 persons for dinner but 5 is

more comfortable. The dining table converts to a double bunk and has curtains for privacy.

The galley area has a 2 burner cooker with oven, draining area, large stainless steel sink and small sink and a top loading fridge/freezer. The whole area has removable work tops to give a smooth appearance when not in use.

The Forecabin has twin bunks that convert to a double bunk and has a large hanging cupboard with lighting. The bunks have reading lights and overhead lighting. The cas has ensuite facilities, w.c., wash basin and shower attachments and shower curtain..



- 75 hp Yanmar with 650 hours on the clock.
- Main mast has Selden in mast furling.
- Mizzen sail is fully battened with lazy jacks and sail bag system.
- Foresail is also Selden furling.
- Cruising chute with snuffer.
- All rigging lines lead back to the stern cockpit.
- Outer Cockpit has centre steering, engine controls.
- Full length cockpit seats, with cushions.
- Radar reflector
- Windex wind vane
- Teak deck including aft deck seats
- Bowsprit
- Anchor with electric windlass and chain.
- Shore power system
- 25 metre shore cable
- Raymarine autopilot.
- Raymarine wind instruments
- Raynav GPS navigator and chart plotter
- Radar
- SeaPro electronic navigation system.
- VHF Radio
- Hot water system heated by engine.
- Webasto heater system with thermostat.
- Stereo/cd player with twospeakers in wheelhouse
- Bow Thruster
- Life raft in container last serviced August 2009
- Galley equipped with crockery and cutlery etc.

One owner since new. Boat has been anti fouled and polished annually. Latest lift-out was August 2011. Mainly used for sailing in the Solent with the occasional trip to France, the Channel Islands and Ipswich. Currentl berthed in Gosport, Hampshire.

Asking price **£159,950**

Contact Mrs Barbara Matthews

Telephone 01420 82738

e-mail-ancientm@hotmail.com

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 “Liveaboard” 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: **£139,500**

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

Classified

Nauticat 44 – Lady Caroline – 1983

Lady Caroline is an exceptional yacht. She has had a major refit from stem to stern including significant improvements and upgrades for sailing and live aboard. She looks a lot younger than she is with many improvements some of which are:- in boom reefing, 7 hp bow thruster, Aquadrive transmission, higher spec propeller, 8 man canister life raft, E.P.I.R.B, horseshoe seating and table to aft deck, air conditioning hot or cold, large bathing platform, holding tanks, electric toilets, washing machine, microwave and fridge.



Lying Empuriabrava, Bay of Roses, Costa Brava, one of the best sailing areas in the Med., with many beautiful bays, anchorages and marinas close by.

Berth available (*not to be missed*) berthing costs less than the UK. Contact for a complete list of works and photos. She has to be seen to be believed then you will want to own Lady Caroline

Tel: 01282 693953

Email: cpauldawson@anvic.co.uk

FUTURE EVENTS

AGM

The Chine Hotel
Boscombe
8th February 2014

South Coast Rally

Yarmouth, Studland, Weymouth, Poole, Lymington.
7th - 15th June

TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
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

Note: There are a range of manuals and information on the Nauticat Association Forum; paper copies available on request.