

CAT - A - LOG

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



An unknown Nauticat in the Solent



Nauticat Association Newsletter

Issue Number 66

Spring 2014

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. 66 Spring 2014

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Chairman's Message

The wet winter failed to dampen the spirits of the members at the AGM, held in a comfortable hotel in Bournemouth overlooking cold breaking waves. Good company, a fascinating talk, and good food followed this highly successful meeting. Membership is strong and so are the finances thanks to the prudent stewardship of Rod Cotton, who has now handed the baton to Richard Wakeham.

I hope many of you will join the rallies being organized by the section secretaries. They may tempt you to extend your horizons and will certainly provide excellent company. I will miss out while sailing to a family christening at Mortfors in Sweden.



Our guests this year, Drummond and Liz Challis, were especially welcome. I am full of admiration in what Drummond achieved in making a replica of Dulcibella and his skill in making the iconic film ‘Riddle of the Sands’. Having sailed in the German fjords and the Friesian Islands, it all seemed so authentic, and his anecdotes were very entertaining. Joel Rogalle rounded off the weekend on Sunday by tempting us all to head for Southern Brittany, a superb sailing area that I have enjoyed exploring. I wish you all fair winds for your summer cruises .

Douglas Addison,
Chairman

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.

AGM

Once again we held our Annual General Meeting at The Chine Hotel, Boscombe and with the forecast of horrendous, gales - F9 + and rain for the weekend no one came by boat. We arrived Friday lunchtime and, as the sun was out, had lunch at The Reef down on the beach near Boscombe Pier. For the evening eleven of us met in the main restaurant for dinner and a catch up.

Saturday dawned with the promised gales, all very dramatic but we were safe and warm in the hotel. There is something wonderful about observing bad weather from a comfortable and secure location.

The AGM started promptly at 14.00 with a good turnout of 37 and nothing contentious came up.



Our Treasurer Rod Cotton stood down although he volunteered to become our East Coast Liaison Officer to try and encourage our East Coast Members to participate in a rally. Douglas, our Chairman thanked Rod and presented him with a small gift in thanks for his financial contribution as Treasurer.

John Crump joined us on the committee as South Coast Secretary; Richard Wakeham took over as Treasurer thus integrating membership with collecting subs.



The meeting over there then followed a fascinating talk by the Producer Drummond Challis on the making of the feature film 'The Riddle of the Sands'. The Erskine Childers book is a superb read, the film a brilliant interpretation and Drummond's talk encapsulated both.

Early evening drinks were had in the bar before thirty seven of us moved to The Garden Suite for dinner. After dinner our resident 'Stand Up Comic' Maurice Owens gave us a barrage of very good jokes followed by a rendition of the George Formby song 'My Little Stick of Blackpool Rock' saucy but nice.



After breakfast on Sunday we had another interesting talk from our French Secretary, Joel Rogale. Joel showed and explained in detail the comfortable way to reach South Brittany. No long trips and using harbours accessible at all states of the tide, very informative.

As the Chine makes us so welcome and the rate and facilities so good we plan to have one more year before seeking any thoughts on our 2016 AGM location – nothing like planning ahead.



Nauticat Yard Visit

Having accumulated enough air miles to get to Helsinki I decided it was time to go and visit the Nauticat yard. As I bought my 1986 Nauticat 38 second hand, I never had the opportunity to see the boat in production.

The yard is some 170KM from Helsinki airport, and the unseasonable weather made the drive easy – I was expecting 4 foot of snow either side of the road. The yard is inland, boats are all put on a low loader to get them to Turku (some 30KM from the



harbour) or Helsinki and sailed to their destination, or trucked. 50% of new boats heading for the UK end up crossing the North Sea on a truck. When I got there it is obvious just how busy the team of 60 remain.



I met Kaj Gustafsson, who although retired, still seems very much in charge, and his wife Tuula and son Patrik; Patrik is the contact for any electrical queries. bbbbbbbbbbbbbbbbbb (patrik.gustafsson@nauticat.com).

I also met Veli Kärjä (veli.karja@nauticat.com) who has very kindly addressed all the queries I collated from members, and who is our contact for any other “after sales” queries.

Within the yard buildings there were four or five 515s under construction, including one that only came out of the moulds two days before. There was also a one off custom motor boat and a 331. Older boats, such as the 33s and 38s are no longer made as their CE certifications have lapsed.



Kaj designed and has overseen all the boats produced and safety remains the first, second and third design principle across the range.



We saw the moulds being made up. The waterline and any markings are in the gelcoat, not painted or taped in later. The gelcoat is hand brushed by the “Angels” then the layers of glass mat are laid. The yard uses a custom made polyester resin. Split moulds means that more can be made in the mould, such as windows and bowthruster openings, as the hull is not lifted vertically.



The keel is particularly strong, something I had not appreciated. There are stainless bolts embedded into the lead when cast. These are then bolted into the fibre glass bilge. Very strong and will not corrode. I have been given permission to run aground and a guarantee of no damage, even on the granite rocks off the Finnish coast !

Engines, masts and sails are not made in the factory, electrical's are subcontracted out, but everything else is made on site.



Every boat is different so there are thousands of moulds used for laminating teak fittings.



I spent a fascinating morning in the yard. I never knew just how much personal effort went into my boat. The people who built it are still there, and you get a real sense of pride in the quality of the boats produced.



I had a look around a 515 that was close to leaving the yard, now if I ever had the funds then I know exactly where I would spend it !

Richard Wakeham

The Start of the Nauticat Association

21st January 2014

It was 20 years ago today, as The Beatles once sang, that I wrote a letter to the yachting press about forming a Nauticat Owners Association. That letter was to change our lives.

Ray and I had bought Neridos and as she was ten years old we needed to replace or repair bits and pieces. Nauticat UK seemed less than interested in after sales service so I spent hours poring through catalogues, this being pre-Google days, finding a few bits but drawing a blank in many cases. We went to the London Boat Show in 1994 looking for a new cap for the heat exchanger on our Gustafsson Ford engine. All the ones we looked at, and we looked at plenty, were different and Clive Stratton didn't know where to get one either. So back at home we wondered if there was an owner's association that could help and if not should we start one. Hence THE letter.

It was published in PBO and the first letter we received was from a couple who loved Nauticats but couldn't afford one! Then there was a steady stream of replies from like minded folk. By the time it was the Southampton Boat Show in September we had about 15 boats ready and eager to go, so we arranged to meet those people who were going to be there.

Ray and I went round many stalls at the show with flyers we had had printed, advising people of our intentions and searching for more Nauticat bits. Also at the show we met fellow Nauticat owner Keith Jolly, who was manager of Gillingham Marina who offered to put together a newsletter for us if I provided the copy. I met Geoff Pack from Yachting Monthly and he agreed to publish our letter in the next edition. This resulted in more letters and positive feedback.

Having accosted the owners of any Nauticat we came across and persuaded them that joining us would be the best thing they could ever do, we now had a healthy list of participants. We contacted Siltala in Finland and they were quite happy for us to proceed. The next move was to have our first official meeting. This we did in February 1995 at The Spinnaker pub in Swanwick. We were very impressed that folk had travelled long distances to join us. One thing we had found was that Nauticats were spread very thinly all over the country.

The outcome of that meeting was that we would be called the Nautical Association rather than Owners Association, as we had had interest from non owners, potential owners and also Finmar and Seafinn owners.

Ray was to be Chairman and I was to become Secretary. Jenny volunteered to be Treasurer and as she lived not far from us in Kent it was helpful. We also decided that we would have no rules. We thought that people were sensible enough to know what was what, and all of us spent too much of our working life following too many rules and regulations. We didn't need them in our leisure time.

We set a membership fee and decided that a logo was needed and to get the newsletter going. Bernard Roper said that he would organise a rally in Poole and David Shotbolt would do one in Swansea. Ray and I left feeling really excited that it was all coming together.

The next few months were very busy organising the newsletter, getting burgees, putting together a parts list, liaising with Finland, recruiting new members and generally not having much time for anything else. Michael Fraser-Hopewell had produced our logo and come up with the name for the Cat-A-Log. We had to employ a lady to be Ray's secretary at work as I was far too busy to work for him.

The Swedish Association was quite active and their Treasurer was an English chap married to a Swede and was really helpful with regard to getting engine spares from the Swedish company Boso. The Finnish Association was resurrected and the Danes decided they would like to form one too. Then the Americans wanted to have a go. So I was very busy assisting with as much information as possible.

The Danes called their newsletter the Cat-A-Log and the Americans adapted our logo. They say imitation is the sincerest form of flattery.

Since then things have just gone from strength to strength. So Ray and I would like to say thank you to the Association for some of the best memories, best friends and most of all the best fun. Long may it continue!

Jan Dennett

It was lovely to see Ray & Jan Dennett join us for the Laying up Lunch and AGM. Ed

The First Nauticat Rally 1995

The Rally Attendees aboard Ray & Jan Dennett's yacht Neridos



Our President - Ray Dennett

Jan Dennett

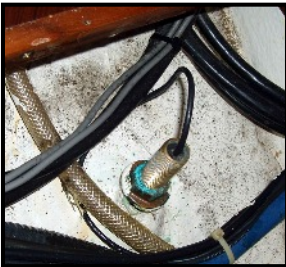
Technical Support

A fairly quiet winter with not many queries to deal with, which hopefully means most members have not had many problems. I continue to update the suppliers listing this winter, so any information on suppliers would be useful.

Jennyanydots

As mention in the last Cat-A-Log, I experienced depth finder problems last season and had concluded that it was a failed depth transducer, which I had managed to buy a replacement, via the wonders of e-bay.

In preparation for a weekend quick lift to wash the bottom, polish the hull and change the transducer.



I looked closer at the transducer from inside the boat. This revealed that the bronze threaded section was actually fibre glassed into the hull, so not an easy job to remove. As a backup plan I tested the new transducer in a plastic bag of water and held to the inside of the hull, and in shallow water it worked OK, so I made a “In Hull” version from rain water down pie and some plastic sheet, so at least I had a backup plan if I could not remove the through hull transducer.

So on the best weekend we have had for months Jennyanydots was lifted out.

The Coppercoat applied last year had worked well, with just some slime and a bit of weed around the waterline, on closer examination there was a considerable build up of sea urchin shells on the face of the depth finder, no where else! For over 25 years I have never antifouled the face of the depth transducer and never had any sea urchins or weed build up, I can



only assume when the old antifoul was blasted off last year it slightly abraded the face of the transducer allowing a good gripping surface for the urchins

to fix to the face, I have now antifouled the transducer and have a built in spare transducer!

I have been considering fitting a water tank sender and in preparation measured the water tanks to allow calibration of the sender; I was somewhat surprised to find the tanks are different sizes. On the technical specification it shows a total water capacity of 110 gallons in two tanks, I had assumed wrongly they were the same size, the starboard tank is 40 gallons the Port Tank is 70 gallons, this answer why in the past we seemed to use up one tank faster than the other!

Technical Queries:

The following are the queries raised by my members during the last 4 months:

NC 33 Hours Meter

My engine hours meter has gone on the blink (it works sometimes!). It cannot be dismantled without damage because the front seal is rolled over. I have been trying to source a replacement but the modern ones are smaller in diameter (generally 2 ins.) whereas mine matches the other VDO instruments in the panel and has a 64 mm diameter dial fronting a 60 mm diameter body. E-Bay has not helped so far! Any ideas would be gratefully received.

Suggested to talk to Furneaux Riddall as they have been very helpful in the past, but unfortunately they could not help but they did suggest:

Speedy Cables Ltd, Abercrave, Swansea, SA9 1SQ, Tel: 01639 732213 who have taken over VDO repairs. The latter said that the meter would have to be sent to them, which might not be worth it.

Further to my last, and for the benefit of any members who have a similar problem, I have now discovered that the hour's recorder will not work when a battery charger is connected! When at my berth, I have a Consta-volt charger connected. If I start the engine with the charger still switched on, the hours meter will not work – and it takes some time after switching it off for the effects of the charger to dissipate from the clock's electronic circuitry. The same thing happened when I tested the meter at home with a standard car battery charger.

I did not find this out until after I had dismantled the meter by prising back the fascia ring. Happily, I was able to put it all back together reasonably well.

NC 351 & 321 Mast Wiring

Following the article in last Cat-A-Log about the mast wiring entering the boat via a fibre glass box we had the following comment from one of our members.

I was intrigued and concerned after reading your article in the latest Cat-a-Log concerning your mast cables. I have a 2002, 321 with the same glassfibre box for the cable entry through into the boat. Were you implying that your cables are jointed inside the box which is why they have become corroded and damaged?

On my boat I believe the box acts purely as a 'swan neck' and all the cable are then jointed in the ceiling space above the heads using simple 'chocolate block' type connectors. They are accessible by removing the teak trim panels above and alongside the heads door. It is a total rat's nest of cables which in my case I have only had to access because of trouble with my VHF antenna and its subsequent replacement. I have assumed that all the sloop Nauticat's would be the same. So far as I know I have never had any problem with water ingress via the box.

My boat has never had the mast taken down and if it does I am concerned about how easily all the cables can be pulled back through the box without damage. Any further comments on your cables and connections may be helpful.

I took my mast down a couple years ago (NC 35, 1995), the wires took a fair bit of fiddling to get them through the stainless steel swan neck, pulling the smaller ones with no connectors on through first, gave a bit more room for the larger more awkward ones.

NC 321 Isotherm

I have a problem with the immersion heater in the calorifier on my 2002 321, the calorifier is the IsoTemp type 0400 (orange coloured unit) which is now no longer produced.

When the immersion heater is switched on it trips both the boat's 240 Volt RCCB, but also the RCCB in the marina shore power box.

I removed the earth wire directly on the heater terminals and the unit then stayed on. However this implies that the immersion heater element has a leakage to earth which is what trips the RCCB. I am going to try and replace the heater which may prove difficult because it is tucked away accessible only under the saloon seat locker. Any knowledge about others doing this would be helpful.

I ordered the heater element from Evesham Marina (01386 768500 www.webastomarine.co.uk) They are distributors for Webasto products. It turns out that IsoTemp is a brand of Indel Marine of Italy. Webasto, a German company, in turn owns Indel. I have had to wait months for the part since it seems the supply chain is not very good, however Evesham have been very helpful.

The element is part no. SEE00002HA and it cost about £52 including VAT. The old Suppliers list suggested Norfolk Marine but their price was rather higher. Also the list gave the element part number so I guess this element failure may be a common issue.

I now have the element and it is clear the only way the old one can be removed is by having a suitable large box spanner to unscrew it (although even getting that on the old one maybe tricky). This is a 41 mm spanner and I had to get a local tool supplier to order me one for about £20.

If I have any further updates when I do (hopefully) manage to replace the unit I will let you know.

The obtaining spares for the Isotherm, is a slow process. I was with Magic Time NC331 2007 when they had a leak around the heater element, much changed design to earlier versions, but still a very slow job to get the element out and fit the new gasket, they had to get the parts from the French agent. Afraid I have no experience of removing the element on the older version.

NC321 Fuel Tanks

After reading about 331s having problems with fuel tanks, the NC 321s have one plastic tank and I have never had any problems with dirt or sludge in the fuel. My boat is nearly 12 years old and has done about 1,150 engine hours and I have only changed the primary fuel filter twice, and never changed the secondary filter on the engine. Whenever I draw off fuel from the filter or from the bottom of the tank it looks perfect. I wonder if I am just lucky or whether it is because the 331s with metal tanks get a lot more condensation inside the tanks. I have used diesel fuel additive for about 6 years now which is what I generally assumed had protected me from the diesel bug issue. You could be right about the plastic tank and condensation, but using the additive, I am sure has helped.

NC 36 Mystery Noise

I wonder if you could help me to solve a problem that I caused today with what I think might be my automatic bilge pump.

On returning to the boat this afternoon after a couple of weeks away, I opened up the forward set of seacocks and the one in my engine compartment before being distracted by something; which meant that I failed to open the aft seacocks. Later, I decided to run the engine as she had been idle for a few weeks. After about 20 minutes I switched the engine off (with no problem) but could hear a humming noise (similar to that you hear when the Eberspacher is running). The noise continued and I got a bit concerned so I called SEASTART who advised me to isolate my batteries which stopped the noise. The chap on the phone said he thought it was the auto bilge pump which may have a "float" or something stuck in the pipes? My auto bilge pump is switched off though!!!!

I have kept the battery power off and tried to trace the pipe that would hold a float or something similar but unfortunately I find that I have no clue as to what I'm looking for or what to do next. If you have come across anything similar on a Nauticat (or any other yacht) I wonder if you could advise me what to do next before I call out a Marine Engineer.

It transpired that there were two switches the bilge pump was running.

NC 33 Accommodation Layout

I bought my 1974 Nauticat 33 about six months ago now and it's been away in a boat yard being repaired (a rather costly bit of work including a new deck as sadly someone appears to have previously put a rather nice new teak deck over a rotten ply one!)

That said I am just getting her back now and am preparing to actually start using her. I have a project in mind and wanted to run it past someone who knows a little about these boats, and was hoping you might be able to help me. She currently has twin beds in the aft cabin. The standard setup with the bed to port, with a cupboard next to it, then the door, and a bed to starboard. The beds are partly underneath the seats in the wheelhouse. I am going to spend a lot of time on the boat, and want to convert this room to be a double (which I think was an original option) for me and my partner. The plan is to remove the cupboard and turn that into the other half of the bed. The challenge comes in that by removing the divide between the cupboard and the bed, I remove a piece of wood that looks like it takes weight from above (ie the wheelhouse seats etc). This is not the main support for the wheel house / coach work, there is a good support next to the door, but all the same I need to be careful. I am hoping to be able to remove this divide, and simply strengthen the wood running above the bed

to ensure it does not bend – but wondered if you had come across anyone else having tried this?

Sounds you have had an expensive start to owning a Nauticat, with respect to converting the aft cabin into a double, I have not seen a NC 33 with two single berths in the aft cabin, so can not offer much help other than to advise to proceed with caution in removing any woodwork which may look structural. I have copied John Claisse on this e-mail as he owns Zarzulea a NC 33 1973, so he may be able to offer some help, his aft cabin is a double. Not certain where you keep Honfleur, but we may be able to find other members nearby with similar boats, which may be useful to look at.

NC 33 Shower Drain

Do you have any idea how the showers on these boats originally drained? Mine appears to go down into a box under the shower tray and then out of there into a hole! The only logical option is that the hole simply drains into the bilge, but I have not been able to confirm that!

Most Nauticats have the shower flowing into the bilge, my set up is the shower drain is connected to a pipe which runs to the deep bilge under the engine, again John Claisse may be able to advise, I know he has to empty his bilge in the galley area as well as under the engine.

NC 35 Wiper Blades

In your technical database, do you have any information on where to source wiper blades for my NC 35?

This problem of where to get replacement wiper blades applies to most Nauticats. I found they are made for American Trucks (flat front wind-screens) and there are several outlets in the USA. I used Ryder.

The details for the 15 inch blade are: ANCO Heavy Duty flat blade part number 51-15, available in the USA and on Amazon or from Ryder Fleet Products Ltd, Atlanta, GA 770 277 9629 - about \$5 each. There is a TRICO equivalent which I think has a part number of 61-150, but not certain.

Ryder used to charge a lot for shipping to UK, but I had heard this may be more reasonable now, however some members buy something similar and then modify the fittings using the original part which attaches to the wiper arm.

Factory Visit

The following queries were raised by members for Richard to take out to

the factory in Finland, the answer have been received from Veli Kärjä of Nauticat.

NC 39 Water Tanks

I have a question regarding my NC 39, hull number 021 built in 1994, regarding the Port water tank. This water tank is situated under the aft end of the berth in the mid / passage cabin opposite the galley.

I have discovered that the plastic/inlet spout welded/fixated on to the tank has developed a small gap where it should be secured to the plastic tank. It looks as if the original plastic weld between the tank and inlet spout has split. Please note this is not the inlet pipe from the deck filler pipe.



Whenever I fill that tank I now get a few gallons of water being pumped out over the side by the bilge pump. The water tank is located under the berth and pipe work behind the bottom right wood panel. The far bottom wooden panel is held in by two screws which appear to be located in the small locker show on the left hand side of the photo. I could not locate the screw heads to remove them!



When I removed the side panel to take these photographs the inlet pipe came completely away from the top of the tank. It would appear that the "plastic" weld has failed. Photo of the inlet pipe pillar which should be welded on to the top of the tank. Ruler and tape measure (50mm) for measurement. I could not see any reason why the weld or glue / sealant has failed.



My questions to Nauticat are:

1. What is the best material / glue / sealant to use to stop the leak and secure the inlet socket into the tank?
2. Can it be done / repaired without taking the water tank out of the boat?
3. If I have to remove the water tank from the boat. What parts of the "internal furniture" would need to be dismantled?
4. What plastic material is the water tank and the spout made from?

Options to repair!

1. Weld a new inlet pipe on to the top of the tank. This would probably require removal of the tank from the yacht. From the rough measurements I have taken of the tank I consider that it would not fit through the doorway of the Passage Cabin. Hence I may then have to dismantle part of the pilot house seating area and lift it out that way. Will it fit through the Companion Way Hatch? Is it possible to repair without removing the tank from the boat? How would Nauticat do this job? Any advice gratefully received.

2. Fit a new fitting using either "plastic" or "polyurethane" or "stainless steel (AISI 316)" skin fitting with a suitable "hose pillar" to fit the size of the fresh water inlet hose. I think this is 38mm. The Vetus web site and paper catalogue show suitable items which could be utilised. There is a Vetus main dealer based in Fareham.

What would be a suitable sealant to use with the skin fitting to avoid any contamination of the fresh water?

I would appreciate any feedback from Nauticat in Finland or anyone else who may have had this problem.

The water tank is made of Polyethylen, which is very difficult to glue and very rare sealants get a good contact with polyethylen. A photo would be helpful, but I believe the best solution would be to re-weld the spout back in place. That is fairly easy, if you have the right tools, or know somebody who has. You just need a bit of the same material, which we can supply and a heat gun to weld with.

Removing the tank should not be necessary, if the spout can be welded back in place.

NC 42 Silencer

The stainless steel silencer fitted to our 42 (No7 built 1995) is beginning to fail through rust. The thing is 9in high and 8in diameter and is fitted to the back of the gearbox by a plate. The question is do Nauticat make them themselves and if so do they have any left or if they now fit a commercial product who makes it?

The silencer is made here at the yard, but since your boat has been built, we have started using GRP silencers made with vinyl resin, which we also make here at the yard.

Without a photo showing the original installation, I cannot tell, does the GRP silencer fit the existing place, but if it doesn't, we can always make

a similar stainless one.

If you want to, I can give you a quote for both, but a photo would be nice to have before that.

NC 33 Circular Vents

Are the circular window vents a Finish product? The ones on our '78 NC33 have seen much better days.

You asked about the circular windows. The product is not Finish, but I believe we can still get those. There is at least two different sizes, so could you please let me know the dimensions of your window, so we can check the availability and price.

NC 33 Window Seals

I have a very old boat and the seal for the portholes is a rather complex rubber arrangement which I understand is no longer available. This may mean I have to substitute all the portholes with something new. Have they any suggestions? Maybe they could let me have a contact at the factory, whom I should then contact.

You asked about the portholes. Unfortunately exactly the same as you have, are no longer available, but do not worry, the portlights we use today are available and I believe the one used on NC-331 is the same size as yours are. Attached you will find pictures showing the portlight we use. If you could give me the outside dimensions of the portlights you have, or even better the opening dimensions on the hull, then we could check, does this one match the opening?



NC 331 Switches

A number of the switches on the main panel have wires connected, but the device is not fitted, e.g. engine room blower, engine room light, sea water pump. I have been unable to trace where the wiring routes or terminates, it is not obvious from the wiring diagrams? Is it simply that the wiring is not connected to the buses ahead of the steering position?

You are right, there is some extra switches, which are not in use on your boat. That is because we have some standard panels we use on all boats. If you look at the wiring diagram onboard and page 03.2, you can find for example engine room blower. Near that you can find a number X1.44. That number is the number of the connection inside the fuse locker, which you can find in pantry. Inside the fuse locker, you can find numbered fuses and

also numbered connections and on connection number 44 should be a red wire coming from the switch, please check. The same goes with the other extra switches.

NC 331 Fuel Tanks

Nauticat fitted mild steel fuel tanks without any cleaning access plates to my 331. These tanks cannot be removed without first removing the engine. As mild steel and stainless are not vastly different in cost why aren't SS tanks fitted?

Price difference of mild steel and acid proof steel is at the moment app. so, that acid proof steel is 8 times more expensive than mild steel, but the question is not only the price of material.

We have been using fuel tanks made of mild steel since we started making boats and I do know, that even some of the very first Nauticat boats still have original fuel tanks without any problem, so we have had the opinion, that if moisture is kept out of the tank, mild steel is material good enough for this purpose.

Naturally the conditions do vary a lot, climate, fuel etc. are always different, so some boat gets no moisture / water inside the tank as the other one gets a lot, but if water is regularly removed from the tank, the risk of corrosion is minimum. Therefore we have on all fairly new boats a separate hand pump for removing the water / dirt from the tank before it makes problems. I believe your boat has that pump as well.

NC331 Fuel Tank Inspection Hatches

Having had 3 years of dirty diesel problems I wish that I had seen Tom Cunliffe's advice, namely 'if the prospective boat does not have fuel tank access hatches/plates, walk away, do not buy! My question of Siltala is therefore why don't they fit hatches as standard?

As told above, our opinion has been, that if one removes the moisture / water from the tank regularly, risk of problems with the fuel are very small. I do not know, what has changed, earlier problems with dirty fuel and bacteria on the fuel were very rare, but today they seem to be more and more common. Even though there is one opening on top of the tank one can use for cleaning, namely the fuel sensor opening, we have decided to add an inspection hatch also on the fuel tanks in the new boats to make cleaning easier.

NC 331 Rudder

On the NC 331 rudder, how does one service/maintain the lower bearing?

The lower bearing of rudder is made of bronze and normally does not need any service. However, if the bearing does need service, it can be removed. The bronze bearing is made of two halves, which are bolted together through the GRP skeg. In case you need to remove the bearing, you first remove the epoxy coating on top of the bronze. Then you can find the bolts holding the two halves together. Epoxy gets soft fairly easy, so if you heat the bronze part with a hot air gun, you can get the bolts open and finally also the bronze parts separated from each other and the skeg.

In case the sidewise play of the rudder is too big, you can sand the bronze halves slightly to get rid of the play.

NC 331 Fuel Filler O Ring

The deck fuel, water and holding tank filler O-rings. What size, material and supplier?

I believe you do have the stainless steel deck fittings. On FUEL the O-ring is 3,0 x 45 mm and on WATER and WASTE the O-ring is 3,0 x 35 mm. O-rings you should be able to find locally, but in case not, we do have those in stock.

NC38 Propeller Anode

The prop on my 38 has a screw-in anode and I cannot find a source any more.

You asked about propeller anode. I believe you mean the anode at the end of the propeller nut. If that is the case and you cannot find a local source for that, we do have those in stock.

NC 35 Cockpit speaker switch

The switch that controlled the cockpit speakers for my hi-fi fell apart and I can't seem to find one anywhere on the internet to supply a replacement, perhaps you would be kind enough to enquire on my behalf.

The question concerned the switch for cockpit speakers. Below you can find a link to the manufacturers site.

http://www.commutatori-palazzo.it/inglese/commutatori/en_11R.htm

I hope this helps. If you still cannot get, let me know, we do have those.

NC331 Feathering Prop

Can you enquire about feathering props for the 331 I would be interested to know if they fit them and/or if they have any recommendations.

On NC-331 we have used mostly two different feathering propellers, Max-Prop and Flexofold, both as three blade versions.

Max-Prop is the Classic three blades version, link below:

<http://www.maxprop.it/site/productShow.php?lang=en&idm=3&ids=1&id=2>

and Flexofold:

<http://www.flexofold.com/3-blade-folding-propeller/>

Those both work fine, but Max-Prop is the one we have used much more. In case you need more information, please let me know.

Thanks to Veli who answered these queries promptly, we get good technical support from Nauticat Yachts.

Happy, problem free, sailing.

Alan Warrell

Technical Secretary

Cruising Report

Rallies & Cruising in 2014

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:

Joel will be sailing from Cherbourg 14th or 15th July for the Brittany Atlantic Coast and would be delighted to escort members boats there.

Social Secretary South West Alan Warrell:

Alan plans a gathering in the Plymouth/Salcombe area sometime in July.

Celtic Secretary Pamela Barclay:

A Celtic Muster will take place based at Oban Marina 26th - 27th July and will include a technical element.

An Area Secretary is required for the East Coast to help organize events/rallies; any member able to help in his/her area would be greatly appreciated.

Information Exchange

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

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.

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.
ZARZUELA.



Confession Number Two

My crew of disabled sailors and me turned out at 06.00 to return the yacht to home base at Southampton. Having turned in after midnight following an end of rally riotous and table dancing party at the Folly Inn.

We slipped and let the wind blow us clear of the pontoon. I attempted to apply some rudder. To my horror the rudder appeared jammed. A quick witted crewman got a line back to the jetty and we were secured alongside.

We could find no obstruction in the wheel, bicycle chain, rods and rudder stock and assumed that it must be an underwater problem. Fred (*not his real name*), an above knee amputee soldier, stripped to his underpants, dived in and inspected the rudder. No visible snags.

I made frantic plans to return the crew in other returning yachts and to contact a boat yard to assist. How much was this going to cost me in time, money and upset plans? Worth one more effort to solve the problem myself. I went through my pre-sailing engine, instrument and gear checks again.

Bingo! The electric motor driven autohelm was switched on. A visually impaired crew Member must have brushed past the switch while feeling his way across the wheelhouse. How could I have missed that?

Lessons learnt: If you are about to start the day with impaired faculties use a check list to do your pre-sailing routines. Immediately before slipping check the functioning of the steering and gear train. Have a soldier in the crew.

Deadline for next issue - 1st August 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



Armchair Winter Cruising

It has all ways been a pleasure to plan those far flung sailing trips from the comfort and warmth of one's armchair during those dark, cold, windy and wet winter evenings. In these technological days this has become a lot easier too. You don't have to bring the charts home, or the almanacs or guides. All is available as various electronic media and can be viewed on an I-pad in the comfort of dry-land.

So this winter I have been enjoying my virtual winter cruise to the Isles of Scilly. It started with dipping in and out of a Christmas present "The RCC Pilotage guide of the Isles of Scilly" - lovely pictures of sand covered coves and anchorages, not a rain-cloud or gale in sight! This was followed by some intensive studying of the tides streams around the Islands and gradually getting to grips with the clockwise rotating directions.

Then, armed with Reeds electronic version of the Almanac, I started looking at favourable tides for passages to and from the mainland to the Isles of Scilly. Once sorted, the most favourable tides they were transferred to the tide tables to find windows of opportunity to make a daylight passage. This gave a date of 26 May 2014 departing at 0700 from Mounts Bay to sail to the Islands. It's so easy in the virtual world of cruising.

Plugging in my navigation "dongle" to my desktop, I started creating various passage scenarios on *SeaPro*. The world of "click, drag and drop" makes it easy to plan numerous passages, the only disadvantage for me being *SeaPro* is a vector chart system, so I miss the detail of the classic Admiralty Chart. Have no fear, as for £29 I now have a set of raster charts available at home and on the boat's lap top. So now I could continue looking at the charts. I do miss the feel of sorting through a pile of real charts, but at least with the electronics you don't have to move from armchair to a table to view them!

Collecting the pilot data for the various harbours and anchorages is aided by the internet which allows a wealth of data to be viewed, including video clips, photos and local facilities, so you are well informed for your intended voyage.

So, now the winter gales and torrential rain have begun to subside, thoughts move from the virtue cruising to the real thing. I wonder if the reality will be as easy and comfortable as my armchair cruise to the Isles of Scilly!

I have recently been down to check *Jennyanydots* , as she has ridden out the winter on her Dart river mooring. All OK, other than, true to her name, she had managed to get the forward mooring lines wrapped numerous times around the mooring buoy, so ending up tight up to the buoy:

*I have a Grumbie Cat in mind, her name is Jennyanydots.
The curtain-cord, she likes to wind, and tie into sailor-knots.*

T.S. Eliot “Old Possom’s Book of Practical Cats”.

Alan Warrell *Jennyanydots*

River Dart Rescue

Alan visited the boat alone for a couple of days to check all was well and do all those technical and mechanical things that are needed before the sailing season begins. The weather had been stormy, and high tides and gales had brought a great deal of flotsam and jetsam up and down the river.

On Sunday morning, having finished most of his “to-do” list, Alan arose fairly early, and perhaps a little bleary-eyed, to make his early morning cup of tea. Glancing out of the deck saloon window he noticed an unusual object floating by. Luckily, Alan was alert enough to realise help was needed...and quick!

In a flash he had pulled his coat over his pyjamas, donned his life-jacket (in true RNLI style) and jumped into the dinghy ... to the rescue! The river was on the turn, so it was slack water, but the strong wind was taking the poor little creature further up-river, toward Dittisham!

Thankfully, the outboard motor started first time and soon Alan was making good headway toward the helpless chap. Having got within an arm’s length, he made a grab for an ear and plucked the helpless creature into the dingy.

All’s well that ends well. After a sponge down and a minor repair to a couple of seams Arty (R.T. i.e. Rescue Ted) is now well and happily settled with his foster family aboard *Jennyanydots*. Whether he was accidentally dropped, heartlessly pushed, or he had made an escape for freedom we will never know ... but he is still grinning. A lucky bear indeed!



Theresa Warrell

Exorcism

In 2002 Ray and I were fortunate enough to fulfil our dream of heading off to the Med. We had sold our house and business so this really was a big step. We had had Neridos for 11 years and had got her kitted with everything we thought we would need. The big day came as we left our home berth in Parkstone, Poole and headed for the Nauticat Rally in Yarmouth. Then there was the next big step of leaving British shores, in the company of 4 other Nauticats. As we passed the Needles I wondered when or if Neridos would ever come back this way.

I have never been a bad sailor, never been sick but I used to get very panicky in big seas. I never doubted Ray's seamanship he is one of the most competent people I know. I never doubted Neridos' ability to look after us. I just panicked. Sometimes Ray would put me on the helm to keep my mind occupied.

Our trip took us down the French coast to Bordeaux and through the Canal de Deux Mers to the Med. Winter was spent in Barcelona and then off the next spring across to the Balearics.

We arrived at Espalmador, then to Ibiza and were to meet Ray's sister in Majorca when she came to stay for a while.

The sea in the Med is a conundrum and can be absolutely awful - big and rough, but with no wind to fill the sails to stiffen the boat up. It was one such day when we set off to Majorca, a passage that was to take the best part of 8 hours. I was in a right tizzy and we had to turn back to Ibiza. The swell drove us out of one cala but we managed to hide well into another one.

I then told Ray that I didn't think that I was cut out to do this and I was really sorry but I wanted to go home. His face fell and he looked absolutely devastated. I cried and cried and spent a lot of the night crying. Ray was just very quiet.

In the wee small hours I did some thinking. What exactly was it that I wanted? What would I 'go back' to? What was I scared of? Was it that I was scared of dying? So what. I was with the man I loved, on a boat that I loved, doing something I loved. What was there to be scared of and if you are going to die what a way to go. Much better than going back to reality and being run over by a bus.

Having exorcised my ghosts, the next day we set off to Majorca and after that night I never looked back. I never panicked again, apprehensive – yes when we had waves crashing over the wheelhouse and water pouring in under the doors! But scared – No.

It was another 7 years before we sold Neridos and took to wheels instead of keels.

By the way in all those years we were never blown out of an anchorage but we have twice had to move the motorhome in the night because of wind !
??

Jan Dennett

A letter to the Membership Secretary

Hi Richard,

After being a founder member of the Nauticat Association since day one we have now sold our Nauticat "Dotecom" and have decided to cancel our membership as we no longer find time to participate. We have kept our boat on the Algarve, Portugal for over ten years so difficult to attend rallies.

We would like to say how we have enjoyed our time as members and still have some good friends. It's nice to know the association keeps growing and is in good hands. The website is very good. I have had my boat advertised on many websites and my buyer and most of my enquires have come from the association site.

Could you please remove my boat from the site or if you wish put a sold banner on it for a while.

Anyway my wife Jan & I would like to say thank you to everyone involved with the association and good luck for the future. We have only ever owned Nauticat (2) and will always have a soft spot for them.

Kind regards

Paul Wharton

South Coast Cruise and Rally

Saturday, 7th June to Sunday, 15th June.

Programme and Booking Slip

Date	Location	Event	Boat Name, LOA and Crew Numbers	Comments
7 th June	Yarmouth	Assemble group on walk ashore moorings		Pontoon Party at 17.30; dinner at Royal Solent YC 19.00 for 19.30
8 th June	Yarmouth	Walk, pub lunch etc. Evening BBQ on Sandhard Spit		River Yar walk with snack lunch at The Red Lion, Freshwater
9 th June	Sail Studland	Anchor overnight		Dinghy ashore to the Bankes Arms for supper
10 th June	Sail Weymouth	Harbour wall berths for 2 nights		Dinner Royal Dorset YC. 18.30 for 19.00
11 th June	Weymouth	Visit Isle of Portland		Minibus to The Heights Hotel for snack lunch. Supper on board or local restaurant
12 th June	Sail Poole	Berth at Poole Yacht Club		Evening meal at Poole YC or walk to Poole for pub or restaurant. Please indicate preference
13 th June	Sail Brownsea Island & anchor off Pottery Pier	Visit Island		Subject to Weather: Alternatively remain at PYC, visit Poole Pottery, RNLI etc
14 th June	Sail Lymington	Berths booked on Dan Bran Pontoon		Supper at Lymington Town SC. Menu over page *
15 th June	Lymington	Disperse		Vegetarian Option

For those coming by car for the Lymington part of the Rally, Nauticat Association Member, Wilfred Mantysick wilfredmantysick@yahoo.com has offered special rates for Members at his boutique hotel 'The Thatched Cottage Hotel' in Brockenhurst.

For Lymington Hotels go to www.lymington.org.

I would be grateful if you would attach the completed form and email to me, jrc@seaholme.eu or post to: Seaholme, 6 Lyon Avenue, New Milton, Hampshire, BH25 6AP asap so that expected numbers for places and berths can be booked in advance. Cost of meals at the Royal Solent, Royal Dorset and Poole Yacht Club will be negotiated when I have approximate numbers.

John Crump
South Coast Social Secretary

*** Menu - Lymington Town Sailing Club - 14th June**

Smoked salmon & Prawn salad with a Dill Dressing
served with Brown Bread & Butter.

Mustard Crusted Pork with Grilled Pear and Stilton Sauce
served with crushed New Potatoes

Homemade Fruits of the Forest Strudel
served with Chantilly Cream

Freshly brewed Coffee and Chocolates

Vegetarian options will be available. Please indicate on the
booking form your preference.

Roasted Squash and Pesto Bake with Salad and Garlic Bread

or

Vegetable Galette with Vegetables or Salad and Garlic Bread

All for the price of **£19.70** including wine

Classified

Senitoa - Nauticat 331 Ketch Commissioned 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 **£150,000**

Contact Mrs Barbara Matthews

Telephone 01420 82738

e-mail-ancientm@hotmail.com

Classified

Nauticat 33 - Lewarne - 1978

This Nauticat 33 Pilothouse ketch has the all fibreglass raised poop deck hull but still with the traditional teak laid deck, mahogany superstructure, sliding sunroof and dual steering position on the poop deck and in the wheelhouse. The vessel was fully surveyed for the previous owners in 2003 and again for the present owners in 2007, and all the recommendations have been carried out, together with numerous other improvements. She is therefore in good condition, and is offered with a very comprehensive inventory



- GRP Hull, original gelcoat, long keel with coach roof professionally sheathed in GRP. Pilothouse roof epoxied 2006.
- Ford Lehman 80HP diesel with Borg Warner gearbox professionally serviced each season. Top speed 8 knots, Cruising speed 7.5 knots
- Capiliano hydraulic steering system
- Vetus 50KGF 4hp bowthruster
- Dual steering positions, wheelhouse and aft deck complete with instrumentation.
- 12v system with three sets of batteries, starting, bowthruster/windlass Rutland 913 wind generator and regulator.
- Webasto diesel powered cabin heater, outlets in each cabin.
- 4 man inflatable (new 2007). Suzuki 3.5 hp outboard (fully serviced)
- Arima 4 man life raft
- Sunto compass; Deck Compass; Silva SX 35 DSC VHF Radio with additional external deck speaker; Swiftech handheld radio; Neco autopilot. Autohelm Seatalk ST50 system with wind speed and direction; tridata (log/speed/ depth) fluxgate compass and helm indicator, also linked to Raytheon SL 72 daylight radar. GPS Garmin and Autohelm Navplotter 100.
- Navtex Pro and aerial replaced 2013. AIS and aerial splitter with UBS laptop connector.
- Original Nauticat Manual
- Part 1 Registered

Lewarne is currently on a pontoon berth on the River Orwell at the Woolverstone Marina. **£38,500**

Further information from John Marr.

email: john.marr@2from.com

Tel: 01440 786937

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

South Coast Rally

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

French Cruise

Escorted cruise with Joel Rogale
14th July

Celtic Muster

Oban Marina
26th - 27th July

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.