

# **CAT - A - LOG**

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



*What a Cracker!*

Nauticat Association Newsletter

Issue Number 71

Winter 2015



**NAUTICAT ASSOCIATION**

# 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](mailto: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.



## Contents

Chairman's Note	3	Laying up Lunch	25
Channel Trip	4	Technical Report	26
Follow that Camel	5	Dartmouth Rally	32
The Rivers	8	Cruising News	33
The Breton Rally	15	Weather	34
America Cup	19	AGM	35
Security	20	Classified	36
Oldest Skipper?	21	Letters	42

# Cat-a-Log

Issue No. 71 Winter 2015

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## Chairman's Note

We had a good gathering for the laying up luncheon at Chichester Yacht Club and I enjoyed catching up with members summer cruises, and I look forward to further revelations in February at the AGM in Poole. I trust that by now all members yachts are safely berthed for the winter as gales to storm force warnings seem to be more prevalent. Fortunately Galatea is tucked up in a shed in Germany and I hope that the roof can cope with any snow load. It all seems very benign compared with a friend's experience sailing in Alaska. Below is a sketch of Sitka, the capital of Alaska, one of a number that I am doing from photographs to illustrate the account.



There is potential here for a future after AGM presentation, and a contrast to the coming presentation in February, when Tim and Liz Dodwell, fellow Cruising Association members, will describe their participation in the Old Gaffers Association's 50<sup>th</sup> anniversary cruise around Britain in 2014. They won the Cruising Association's Dugan Cup for their log of 'S.Y. High Barbaree'. Liz is also an accomplished guitarist, so there will be support for Maurice's after dinner entertainment. Come in good voice for a few sea shanties.



I look forward to seeing members on February 27<sup>th</sup>. and 28<sup>th</sup>. in Poole, and hearing about rallies and cruising plans for next summer. Do come, as it is always a very enjoyable social occasion.

*Douglas Addison*

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## An Eventful Trip across the Channel

Our son Patrick decided to take a few days off work to ‘get us’ across the Channel to Cherbourg where we had not been for a number of years. After picking up a mooring buoy outside Yarmouth Harbour on Thursday we had an early start the following morning in ideal conditions with Alum Bay and the Needles glinting in the sunshine. Although we were sailing close-hauled we made good progress and reached Cherbourg in just over ten hours.

A traditional scene met us as it was the finish of the channel ports race and all the competing crews were celebrating by eating on long tables set out around the marina, being entertained by traditional French sailors’ choir, dressed in fishing smocks and Breton tops. I have not seen this in England – a pontoon party, while good, doesn’t seem to have the same ‘cachet’.

The area around the marina is very well kept with quite creative planting, especially in the middle of the road around the Napoleon statue which I find imposing. Unfortunately much of the town seems quite run down with many of the good food shops we remembered from previous trips are nowhere to be seen, consequently huge queues at the market stalls – the French seem quite happy to wait.

The following day we enjoyed the sail to St Vaast, again in glorious sunshine and with a good wind. With the tide we were managing over 9.5 knots over the ground.

We found St Vaast as charming as ever with the very touching sailors memorials in the picturesque church on the point. The only disappointment was not being able to dine at ‘France et Fuchia’ with its lovely overgrown garden and Michelin star!

As we had to leave the following morning to sail home we paid particular attention to the weather forecast in the harbour office which said force four to six south westerly which would have been ideal for our homeward leg.

We left St Vaast about 7am with quite a fresh wind and made good progress, however as the morning progressed the wind strengthened to 35 knots and the seas became quite rough. We did discuss going back to St Vaast but the lock gates would have been closed and turning west to Cherbourg would have meant going directly into the wind and the swell. The wind gradually became stronger with gusts of force 8 and even under heavily reefed sails it became quite a strain to hold on in the cockpit and also to go below to check the navigation.

The conditions meant that using the auto helm for any time was not practical as the waves were too strong but in a lull Betty managed to go below to the comfortable seat in our stern cabin which was an

improvement. It was just as well as a huge wave came at an odd angle, catching the boat on the port side and flooding the cockpit, throwing Peter across the cockpit where he gashed his head and cut his shin.

The head wound soon healed but the shin is taking longer, even two weeks later. Luckily we hit our mark off the Needles spot on – we were all relieved to see the Needles emerge out of the low cloud. We then surfed to Hurst Castle in a large following sea, managing to gybe the main in these rather exciting circumstances, we turned to starboard and with great relief to all, perhaps especially Patrick who had been at the wheel for eleven hours.

Once moored we staggered ashore to the nearest pub to enjoy some restorative fish and chips and a well-deserved drink before collapsing to our bunks.

The boat performed extremely well in challenging circumstances.

The lesson learned to not rely on just one weather forecast.

*Peter, Betty & Patrick Stubbs*

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## **Follow that 'Camel' (Nauticat)**

We are no longer Nauticat owners or indeed even boat owners, however, having enjoyed the company of other 'Nauticators' (an American term!) for almost twenty years we decided that having sold our beloved Hardy, we would continue our membership and still join rallies and events where we could, albeit by road and ferry rather than sea! We have made so many friends and enjoyed such good times we couldn't possibly give up now!

We first joined the Association in 1996, having been 'chased' up the Solent by Jan and Ray Dennett in 'Neridos' and invited to join - over the radio! At the time, despite buying a new, as it turned out, one of the last long keeled Nauticat 33 Mk IIs which we named 'Tuula of Hamble', we knew nothing of an 'association' of Nauticat owners!

Over the years and since the early beginnings of the Association we have been to a huge range of gatherings (what the American's call 'rendezvous'!) from the UK to USA to Finland! They started off at Parkstone YC Poole, but over the years, have been centred on Weymouth, Lymington, Yarmouth, Cowes, Portsmouth, Beaulieu, Ipswich (east coast), Scotland west coast (various), Ireland - Carrick Fergus / Belfast, USA (Virginia) and Finland (Turku). Some of the most memorable have been in Finland where, anyone who has been, will recall the fantastic generosity and hospitality lavished on visiting members (and new Nauticat owners) by Tuula and Kaj Gustafsson. Also in Virginia USA where there is a large N American

section, and where we were hosted by 'Fred' (nee Susan) and Jack Webb. The American 'Nauticators' seemed delighted that we had decided to make the trip as it was only a fortnight after 9/11!

We have also had a lot of lunches and dinners together - in the past, some formal / black tie events but mostly less formal at various venues, mostly yacht clubs, including celebrating events such as 'Burns' night, 'Trafalgar' day, and indeed our own 'Association's anniversary at Beaulieu Palace.

Of course all these events could not have been achieved without effort by the committee member or other organiser's hard work so thanks must go out to all those who have fulfilled this role in the past.

This year of 2015 must be about the 20<sup>th</sup> year since the beginnings and it has seen three rallies already. East Coast organised by Rod Cotton & Colin Lister, South Coast by John Crump and Breton by Joel Rogale - the first one involving Cherbourg, the Channel Isles and North and West Coasts of Brittany.

Unfortunately we were away in Croatia in early May so missed the East Coast get-together, however we were able to join the South Coast group in Cowes by crewing for Alan Langmead on 'Gentrice', the boats then onward cruised to Beaulieu, Lymington, Poole and Weymouth.

The Breton rally started off in Cherbourg where 'Ilkiva' with skipper Joel and crew/cook Claude were joined by Trevor and Monica from 'Nauti Lady' and we joined by car (having taken the fast ferry from Portsmouth). The boats then sailed on to St Peter Port, Port Blanc and Roscoff (north coast) then around the corner to west Brittany. In Roscoff we were joined by Roger and Jeff from 'Fairwinds' out of Plymouth. (see report by Joel in this edition). This is the first time Steph and I have been to Roscoff and we were most impressed by this pretty little town and harbour with lots of boats. Fortunately the commercial harbour (ferry terminal) is on the other side of the headland and like all commercial harbours not very pretty but functional, also quite a large new marina which is about 20 minutes' walk from the town. No doubt Joel will report on this in his write-up.

Whilst we were in France we visited Dinan - an attractive 'medieval' town with the river Rance flowing by upstream from the 'Barrage' at St Malo, where we chatted to the owners of an old Nauticat 33 'wooden top' called 'Senta'. They were having their mast refitted ready to go down river to St Malo and Dinard.

We did not see any Nauticats whilst we were in Croatia (Split and Dalmation coast) but we did see some fantastic waterfalls in the KRKA national park. (see photo). However later on in Italy we saw the Nauticat 44 'Arcadia 11'

registered in Elba in the picturesque harbour of Portofino (anyone know who owns her-see photo?). This area of Italy, to the east of Genoa is absolutely stunning - including Portofino, Santa Margherita, Rapallo and the famous Cinque Terre villages clinging to the cliff face.

To conclude: Over the years we have met some lovely people and boats and made some very good friends within the Association. Although we only meet a few times a year we still enjoy these get-togethers and we never get bored with the variety of destinations. The point is, once a member, it is not necessary to give up the Association merely by moving from a Nauticat to a different boat (as we did to a Hardy 32 in 2002) or indeed finding oneself without a boat – one can always travel by car, ferry or plane!

May the Association of Nauticat Owners long continue !

*Clive and Stephanie Cole*



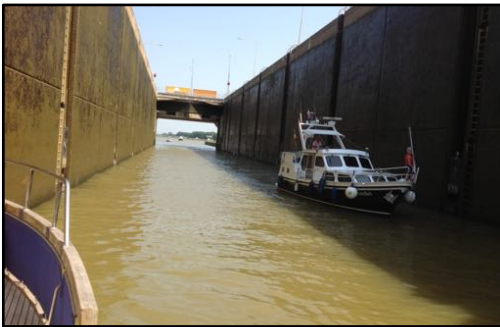
# The Rivers

This is a series of tongue in cheek stories I wrote for the Royal Welsh about our trip from Friesland to the Med in a tired 33. I will send some other pics of how / where we found her and lately having installed a new rig and a bit shinier. I am a pilot flying a business jet world wide, hence the references to aircraft, faraway places etc. But for now let me tell you a tale....

Let me tell you there are rivers and then there are RIVERS.

Some drifting down calm wooded valleys with pretty villages left and right BUT round the next bend comes a 3000 ton tanker and then a gi-normous lock where the sky is just a small blue rectangle up there somewhere. Oh yes, respect. It is like learning to 'yot' all over again !

After leaving the Nauticat at the very nice marina in Venlo, (*just at the top of the Dutch bit that sticks down into Belgium and Germany*), a solo section to Roermond and then Maastricht was required. Neither Madame nor Rentacrew being available and being 'on the clock', one has to cover the kilometres / locks. A little shopping and a bit of a hunt for Epifanes High UV varnish and we were off.



The pic is typical of the big locks on the Juliana and Albert canals, rise and fall is greater than 'Anna's LOA.

That 1 ton bollard actually floats and takes a lot of the pain away

from having to move lines up when the next attachment point is not always there.

Good charts (maps?) provided by the Dutch version of the AA changed into Fluviacartes that cover Belgium and France. Completely different presentation but posts at 1 km. intervals marked on the maps where common and V useful.



Roermond marina was popular, packed and expensive over the w/e so free public pontoons in an old gravel pit opposite were handy while waiting for Rupert the Crew to arrive. Don't mind paying €7-10 per night but €15 + elec + water was a little OTT. Dutch river cruisers all seem to be very well looked after with rope work fendering to drool over.

Very hot couple of days with 'Black Water' tank a must. No power sanding allowed in marinas so 'Anna' had to stay looking a little dishevelled

compared to Dutch sisterhood but there is an upside to this.

Lock work is rough and tough so shiny top sides are very vulnerable, get it all done when we get to the Med is the story I am sticking to. Likewise with 2m of grab handle nicely varnished and the rest looking, well, ahem, unvarnished, makes it possibly not the first boat on the burglary selection list in some of the less secure marinas. One of our European mariner friends, on inspecting the woodwork, accepted that the bare patches and dried-out paint stripper effect was in fact a special coating sprayed over beautiful varnish beneath in order to protect it from the bright sunlight. Who was I to spoil a good tale ?

Another expensive marina at Masastrict but necessarily close to the station for Rupert to connect - spot on time. 1 hour later we were gaily cruising toward the Belgian border and the mighty lock at Lanaye. 'Bl--dy H--l', said the crew, who is currently apprentice to HRH the Commodore at Conwy on a 27' Jeanneau. Shropshire Union I've done, said he, wasn't expecting this ! You'll get used to it said the Skipper, a man of experience with 6 locks under his belt and 274 to go.

No Customs, fees, or any officialdom, crossing into Belgium, just get on with it and don't hit anything. A 13.30 start meant docking at Wanze just into darkness at 22.30. Nice lady from the brasserie helped us tie up etc, but hubby closed the bar even when Rupert offered his wife and car for a beer. It came eventually.

Next day we are getting the gist of it, 10 hour days, lock politics and pecking orders, then the rush to get in somewhere before berths are all gone. Industrial Belgium is not the prettiest and we were glad to get into the Vosges and Ardennes valleys. Waulsort was next nightstop with cherry beer a first for the deckhand. Nice place and cheap at € 6 for the night. Lots of info, tips, clues and river lore to be had.

Onward through nice green valleys in beautiful sunshine with very, very little on the river, the Meuse, that is. Givet sees the start of French canals and the VNF are delighted to take a fee for the upkeep of their system. Admittedly it is a big system but €264 for the season was an ouch. Revin suggested itself as a handy place to pass the night and as the crew began to feel a good day was had, the last lock proved to be a nasty. We were now in Peniche sized locks, 3 x 10m boats is about the max, but the rise or fall, condition, size, position of bollards, ladders and built in cleats varies enormously.

We were equipped with our 'Telecommande' (*beeper to you and me*) and found that the lock keeper was overriding us to fill / empty the lock to allow a Peniche to enter the hidden tunnel, manoeuvre round a parked cruiser in

the 90° turning basin then use lock. Inlets on the Revin lock were also extremely powerful with a guesstimated 8 knots hitting us within 5m of the upper gate. Some 1.5 hrs, some choice nautical terms and a few beers later, we were in Revin and being invited to moor alongside some nice Brits just about starting a barby. All was put to rights in short order over a glass or 2 once again in the fine evening sunshine.



Last day down to Charleville-Meziers where info showed a marina with railway station nearby. End of the trip for Rupert with TGV to Paris CDG and Easyjet to Liverpool. Good company and some stories to go home with.

Boat will stay there for 3 weeks while I go back to do my work rotation then Mrs Ned will resume management of the next section hopefully down to Corre. This is where the water shed occurs and we can begin the slide down to the Middle Sea.

But there are 190 locks in 300 km before that.

Things do not always go smoothly. After the last adventure through the Netherlands and Belgium, work required me to position to Maui and ferry an aircraft back to Malaga to take HRH Sheikh Somebody to Jeddah. Somewhat jet lagged and sleep deprived, we stopped in Seattle at dawn for a bit of kip and a few tons of Jet A1 when an e-mail from the marina looking after the precious boat in France pronounced that the local Police Nationale had failed to apprehend the lads who had broken into said boat, but not to worry ! - there was a nice report and photos! Panic.

Mrs Ned was driving to our Toulouse home via Dunquerque and, suitably informed, swerved left and headed for the stricken vessel. It seems some lads had used the high stern as a diving platform on a hot day and then decided to poke about a bit. Not much gone, do anchor chains float - no, they discovered. Sun cream, towels and search light cover (why?) gone, and a broken door lock. We were lucky said the smiling marina man. We'll keep your lock and chain said the Admiral.



After flying from Maui to Siberia and ending up in Honk Kong, we met up at home and drove to the boat, couldn't wait to get away from Charlesville for some reason, so a quick chat with the local law and off we went. First stop fuel (ouch!) then the lockathon began. The nice fueling lady also informed us that Ardenne lock

keepers and the automatic locks worked 9 - 6. Oops, the Navigating Officer had missed that small print.

Checking the small print.....but in a luvverly spot.

Now that we were chasing locks and hours, the pressure was on a little and we skidded through a vital lock at 17.59 on the first day to find ourselves



nowhere near a marina and having to camp out. A single pontoon, picnic table, horses and sunshine, the Admiral pouring Rosé and life was returning to the same colour. Bless the VNF.

Mrs Ned camping out on a misty, moist morning

The good life crossing an aqueduct  
We made it to Commercy on schedule and ran to La Gare to find



Mrs Ned  
esrning her  
keep

Alex waiting for us as arranged. More Rose + the promised steak frites with # 1 son made it a pretty good day. Next day lock training began for the new recruit only to find this lock closed early due to a wonky clock. Oh well, more camping

Oh, and we had a few 'African Queen' moments too.

This part of the trip contained more than 100 locks - all up. But what goes up.....

The right pic was the day's charang moment as we entered the Golbey step. The first lock in this series of 16

was round a 90 degree bend which contained a full size, barely manoeuvrable Peniche. 'Full astern' was heard as well as a few other choice nautical terms !

Safely past this obstacle, we made good time up the step, each lock no more that 100m apart and automatically sequenced so that we only had to stop when the lock was filling.



Number one son after 50 + locks in 2 days with that 'I'm an ace / going home soon' smirk.



Crossing an aqueduct

The top - Golbey 1 ! We expected an eagle's eye view of La Belle France spread below as we cruised along the watershed. It felt like we had conquered Everest but in fact we had only stepped up 150m, and the only surprise in the 10km ditch we followed before starting down was a gentlemen in an a North American canoe in full regalia sporting a Mohican haircut. Oh well, whatever floats your boat.

The Admiral had jumped ship to climb the step, a touch of lockaholism and the

need to retrieve the car, now far to the north. Some GPS work saw her meet us the night before the final leg to Fontenoy le Chateau.



As we counted down the last locks of this journey, a little flamboyance was felt justified so the Ddraig was let out of the hanging locker for an airing - would you believe it, another one was waved back at us by a boyo from Swansea as we scanned for a berth.

The Admiral and Alex made a big effort on this physically demanding trip but the real heroes are the guys from VNF. This is the French version of British Waterways, always on hand, fixing stuck locks in minutes, divers down for broken sluice gates and the inevitable Renault van tearing along canalside bike trails to fix something. They miss the old days and have to put up with us, bless'em!



The map on the left shows the Saone and the Admiral had been promised a 'cruise', what with only 13 locks in 300km. Number one son will again parachute in at Lyon as



Mrs Ned is required at a UK wedding. The 23' deep lock on the Moselle seems to have wetted his appetite for the 23 m deep lock near Avignon, biggest in Europe so they say.

The last lap started at first light on a chilly November morning with the

Admiral (Mrs Ned) aboard and aiming to finish the journey we began on the North Sea many months earlier. Out on to the Rhone again and down to the junction of the Canal du Rhone a Sete.



That was the last of the big waterways and left just 1 final lock at St Gilles a couple of hours away. Even though this was a big lock, the drop was only 18" and put us at sea level. In tee shirts and in the warm autumn sunshine, we said goodbye and a big thank you to VNF and their wonderful lock keepers.



Cruising along through the Camargue fields we passed a few more large barges than expected and had to hug the banks as they crept along the shallow canal. The famous white horses and bulls of the Camargue were all around.

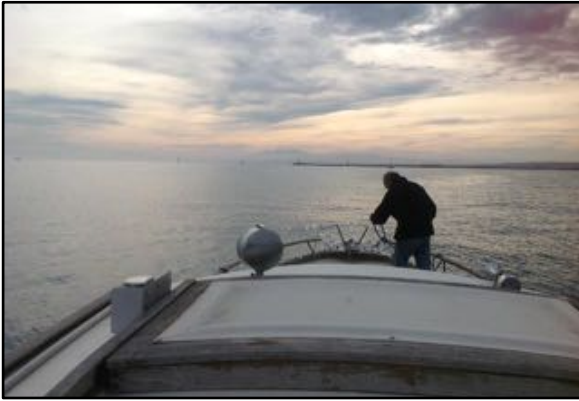


Deciding to have one last night alongside canal banks we found a pleasant nightstop at Gallician. A interesting mixture of live - aboard folk, late season holiday boaters and hardy, long distance sailors.

Next day on to Aigues Mortes which was the first French Mediterranean purpose built port albeit it for the 4th Crusade. As we were so close to home,

it was tempting to leave the boat here during what were now 2 day hops but the call of the sea was strong and we motored the last 10 km through the salt flats to Grau du Roi and a final swing bridge.

Out onto the Med and a little crashing and banging was heard from down below as the boat bounced around in the Force 4 chop for the first time since she was put into storage 7 years ago. Then across the bay to Port Camargue



where they accommodated us for 3 weeks. Work interrupted during this period but we were now firmly on 'Le Grand Bleu' as they call it down here.

While away, the Admiral was keeping an eye out for a 2 day weather window to get us across to Sete, past Agde and on to Gruissan, the final destination.

Keeping me in the picture while bringing the jet back from Siberia, the window turned out to be 1 day only and that on the day after I got back. So with a fair dose of jet lag but keen to get the job done, it was another zero dark thirty start from Port Camargue out into the mist toward the west.

Making better progress than expected, by mid afternoon Canigou had popped up on the horizon indicating the Pyrenees meeting the sea at the French - Spanish border. The moles at Gruissan followed shortly and we tied up at our 'away from home' home port in late afternoon. A bottle of the local fizz followed - well, it would be rude not to, wouldn't it ?



Before and after pictures.



*Ned & Theo Coackley*

## The Breton Rally - 30th June 2015

To be honest I must confess that it was the first time I organised a cruise gathering - I hoped for many boats. Being a project director in the IT business gave perhaps good reflexes but certainly not the keys for a successful cruise...

My fears began to dissipate during the welcome drinks we had on board Ilkiva, my 1981 Nauticat 33. Arriving first were Stephanie & Clive Cole, followed by Monica & Trevor Rose (Nauti Lady - Nauticat 33 1989). We were all in a good mood, sharing experience and making plans.



Clive Cole, Trevor Rose, Monica Rose, Stephanie Cole  
on board Ilkiva

Two "rendez-vous" were set. The next morning, at 9am, with Nauti Lady and for 4th July in Roscoff, with Stephanie and Clive.

In the plans we were also hoping to be here to welcome Roger Sheriff and his crew who planned to cross directly from Plymouth to Roscoff, arriving on 4th July too.

We exchanged telephone numbers during the very friendly dinner which took place in Le Plouc2, a Cherbourg restaurant whose chef was well inspired that evening (lucky me !).

The Cherbourg Guernsey crossing was made motorsailing, with the help of the current of the Alderney race and a nice sun. Nauti Lady arrived before us, and managed with the Harbour Master to let us moor alongside. We had a pleasant evening drink on board Nauti Lady and agreed to leave at 10am the next morning for the long leg (50 miles) between St Peter Port and Port Blanc.

The crossing to Port Blanc began with heavy rain and we had to motorsail all the way, mooring on a visitors bouy at 6:45pm. The night was a bit 'rolling' but we all slept well.

The crossing to Roscoff was more exciting 'sailing wise'. The direction to be followed was mostly downwind. I suggested Trevor and Monica that we made tacks, in order to avoid rocking and a boring navigation with risks of unexpected gybes. They agreed and I believe that we made at least 6



'monitored' gybes to get to Roscoff; it was so pleasant to hear only the noise of the waves on the hull !

In Roscoff, I experienced for the first time the effect of the current through the harbour, which made getting into a berth, a bit 'jazzy'. Nauti Lady managed well, with the advantage of the bow thruster. It was less easy for me. I saw all these people with fenders in hand, convinced that I was going to sink their beloved boat. Neptune and the harbour team were with me and after many 'reverse/forward' I entered a berth without damage.

I learned later that letting the tide run through this harbour was the result of the application of an environmental rule, by doing this the harbour waters remain clean. I hope that hulls remain unscratched too...

Then on the day after 4th July, Roger Sherriff and Geoff Rowe arrived from Plymouth on Fairwinds, a Nauticat 331. They had a 'not too bad' crossing.

I must admit at this point that I do not remember on which boat we had a drink to welcome Roger and Geoff. Anyway, I believe that we had some gatherings nearly every evening on board Nauti Lady, Fairwinds or Ilkiva, and it was very often followed by a dinner together.



But that evening we were eight Nauticat addicts for dinner as Clive and Stephanie Cole joined us, driving from Normandy, and having booked on the Roscoff Plymouth ferry for returning to England the next day.

From L to R: Joël Rogale, Trevor Rose, Roger Sherriff, Monica Rose, Claude Petron, Geoffrey Rowe, Stephanie Cole. Clive Cole took the picture in Roscoff in front of Nauti Lady

We chosed the restaurant of the Casino of Roscoff, within easy walking distance from the marina. We had a very good time together, some more lucky than others in their choices in the menu.

Next crossing took us to l' AberWrach. The channel between Ile de Batz and the mainland is a very good place for testing one's expertise in identifying cardinal marks. After the last mark we sailed towards the famous Libenter buoy. I wanted to show Nauti Lady and Fairwinds the Passage de la Malouine, a good shortcut but was afraid there could be much swell there. So we took the official route.

In l'AberWrach the wind blowing off the pontoon which made the arrivals a bit tense. L'AberWrach is never a banal place...

On the day after we left for Camaret on a bumpy sea motoring along the Chenal du Four then setting sail after Pointe Saint Mathieu. Fairwinds, a Nauticat 331 was faster, but it was a good challenge for us to trim our sails to the best. I was a bit disappointed by the Harbour services to sailors.



Fast Fairwinds on her way to Camaret

Fortunately, we found a good restaurant 'Côte Mer', where the food was inventive and good.

We stayed three nights there, as some bad weather passed...and it also allowed us to get up forty five minutes later the last day, to have the good timing for passing the Raz de Sein !

An incident occurred during that stay. When going back on board Ilkiva, my mobile phone fell from my pocket into the grey waters of the harbour. It appeared quickly to be a great loss, and being in Camaret did not make things easy as this is just a small town. I should certainly have thought of it before and have had a spare.

This sort of cheap stuff you think you can buy

easily anywhere, before you need one. Anyway for me it was a lesson to keep in mind for other times (lesson 1).

Crossing the Raz de Sein on 9th July was not difficult as the weather was just grey without wind, meaning that we would not have the pleasure of setting sails. We arrived at Sainte Evette early enough to choose the buoy on which to moor, and had a pleasant afternoon, each crew relaxing on board his boat. The boat boy came in the evening to get the buoy fee, and to propose for the next morning, to bring some 'croissants' for breakfast. I can only explain his lack of success by the good dinners we all had in Camaret the days before.

The next morning I proposed that, instead of going to Loctudy, we left for Lesconil, small fishing harbour reputed for having transformed into a charming marina. I had talked with them over the telephone from a public phone box, and was told that 'may be' if we arrived early we could have some places at the pontoons. Passing the Pointe de Penmarch was a tossing session, but the sun was there so no worry. When we arrived out of Lesconil harbour, I could not get in touch with the Harbour office on the VHF, in spite many attempts. The person seemed very busy. I caught a dialogue where he seemed to say that there was no place anymore along the pontoons and that, if one wanted to tie along the quay waiting for a catway to be freed, we could always take a chance. So I thought that for three boats it was hopeless. Then we moved to Loctudy where we easily found some berths.

It was 7:45am on 11th July, when somebody knocked at the door of Ilkiva.



I got up as fast as possible (damned zip of the sleeping bag !), and recognized Roger. 'Joël, Geoff is feeling very bad and we need urgently a doctor and an ambulance'. I went to see Geoff on board Fairwinds. He seemed out of breath, 'Joël please quick quick'.

Fortunately the Harbour office was already open and double chance, one of the employees was a volunteer firewoman. She ran to see Geoff and immediately called her squad for an ambulance and a doctor. No time lost in

qualifying the call for medical help. Thirty minutes after Roger had knocked at my door, Geoff was taken to hospital.

At this point I must underline that it had appeared very difficult to get Geoff out of the boat by the lateral door of the N331. To receive him out of the door of the pilothouse, there were three firemen/ambulance people on the catway, which, due to their weight, was now under the water. So it should be very difficult, to get somebody out of the lateral door when the boat is at sea. It gave me subjects for thought about helicopter rescue in that case (lesson 2).

While Geoff was on his way to Quimper, we left Loctudy for Concarneau, as there are frequent buses from Concarneau to Quimper, and Concarneau was anyway the final destination of the cruise.

Trevor and Monica wisely proposed that we leave the pontoon in Loctudy after Roger, now sailing singlehanded, and that he lets us berth before him at arrival, in order to help him handle Fairwinds. This allowed smooth operations in the marinas.

The trip from Loctudy to Concarneau was of course motoring, and there was a sad silence on VHF channel 8.

We visited Geoff at the hospital. He was feeling better, but it took more than a week for the doctors to make sure he had recovered enough to arrange a flight back home, with the assistance of a nurse.

I had planned an 'all crews' dinner in a restaurant in Concarneau, before we all followed our own way. But in this context I did not 'feel it' and thought that an improvised dinner on board one of the boats would be more in the spirit of the Cruise. Trevor and Monica kindly proposed that it took place on board Nauti Lady. This dinner was a very friendly moment and certainly the best way to conclude that cruise. I want to thank them for having made this evening a success, with just the good tune.

So was the Breton cruise, not many boats, between 250 and 300 miles, all kinds of weather and seas, sailing and motoring, moments of laugh and

moments of sadness, and over all, friendship and seamanship.

What about another cruise in 2017, in French waters ?

*Joël Rogale*

ps:

Geoff has mostly recovered now and was allowed, by mid September, to drive his car again.

Roger and myself wondered what could have been done if that kind of health problem occurred while boats were at sea. (apart from making a Mayday call of course). I remembered that, starting this year, a phone number, 196 could be dialed in French waters from a cellular phone, and that, thanks to geolocalization, it connected directly to the closest CROSS (equivalent to UK MRCC). We tried it with Roger's smartphone, just dialing 196 and we immediately had an individual of the closest CROSS on line. 196 is a phone number I'll include in my list of emergency numbers (lesson 3)

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## America Cup Series

**Zarzuela witnesses Ben Ainslie Racing (BAR) win Portsmouth races.**

Six nations are competing for points which determine their position in the final competition to challenge for the America Cup in Bermuda in 2017, Great Britain, New Zealand, USA (the current holders), France, Japan and Sweden. They compete in the 1 design AC45 catamarans thus ensuring that the competition results rest with the skills of the crews alone.

On the morning of Saturday 25<sup>th</sup>. July ZARZUELA, with her crew of John and Jan C and Matt and Annie Sturman, set sail from Hornet SSC to motor the 3 miles or so to the viewing area for yachts over 7m. to the south of the racing area which stretched from Southsea Beach Westward towards Stokes Bay, the exact boundaries, determined by the wind direction, being marked by white buoys and dozens of ribs manned by stewards bent on warding off intruders.



We arrived a good hour before the first of two races was due to start to find a mass of boats, large and small, already vying for front row places (anchoring was not allowed). There was a lot of argy-bargying but ZARZUELA's 12 tonnes kept the smaller boats thinking twice before challenging her for position.

Winds for the 2 afternoon races, from 1400, was brisk, variable and gusty which made for exciting racing. In race 1 BAR had a poor start but



eventually raced through the others to finish first. In race 2 BAR took a different course and seemed to fall behind but again eventually ran through the fleet to finish second to New Zealand. BAR appeared to risk more sail than the others in the gusty winds.

In the evening we enjoyed a pleasant run under genoa with a brisk following wind to Cowes and up the River Medina to The Island Harbour for a RNSA rally and BBQ. A great party though the BBQ proved a challenge as the charcoal failed to reach a high temperature due to the cold wind. However we escaped poisoning from some under done meat.

Sunday morning proved wet and windy with worse to come but we were determined to get back to the races. We reefed the Main (rolled round the boom) and set off with a SW F4-5 run back to Portsmouth. As we approached the racing area the wind backed to the South and East with gusts of 27/28 knots. The race stewards were rushing about in their ribs and with marker buoys but there were no signs of other spectator boats - not surprising given the choppy sea. Portsmouth QHM, in charge of traffic, were silent so we hailed a passing rib and asked if the racing had been cancelled. Yes they said. BAR and the others, eat your hearts out – call yourselves sailors!



*John Claisse*

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## Nauticat 331 Dovetail's - Security!



Nigel & Sue Darkin's 'Guard Dog' -  
on and off duty

## Is this Britain's Oldest Solo Skipper?

Although 92, Maurice Owens sails solo all year round and loves living on board his Nauticat 33. Bob Aylott went to find out how he does it.

When Ben Ainslie Racing chose Spice Island for its £7million headquarters, Portsmouth knew it had won the glamour of the America's Cup. However, the city's often-overlooked neighbour, Gosport, is not lagging behind in the prestige stakes. In Gosport's Premier Marina you will find 75-year-old sailing legend Sir Robin Knox-Johnson with his Open 60, Grey Power. Next door in Haslar Marina is Alex Thomson and his IMOCA 60, Hugo Boss.

There is also another surprise hidden within Haslar's 600 anonymous boats. On Old Possum, a 1989 Nauticat 33, you'll find London-born skipper Maurice Owens, who shines just as bright. This is because Maurice, at the age of 92, could well be Britain's oldest solo sailor.



By chance, I'd heard Maurice on a radio phone-in programme, discussing the subject of living alone in old age. He'd proudly told listeners across Hampshire that he still resides alone on a boat in Gosport. More surprisingly, he mentioned that he sails singlehanded all year round. I didn't need to be a super-sleuth to find where this vintage sailor was moored.

I arrived unannounced at his beautiful boat. Her varnished teak gleamed in the morning sun as the mooring lines

creaked from the wash of a passing cross-channel ferry. Through crystal clear windows

I could see two small teddy bears and a shadowy figure moving about in the wheelhouse. We waved and grinned at each other as if we were long-lost friends.

He opened the door and welcomed me aboard Old Possum. He was small in stature and smartly dressed. I explained I was from Yachting Monthly, added that I'd heard the radio interview and asked if he would be so kind as to take me sailing. He didn't answer the question immediately but continued with the radio theme, saying he'd had to phone the radio station to object when a DJ had suggested Robin Knox-Johnson was too old for sailing.

'In the end, the DJ had to apologise to outraged listeners,' he said. 'These days that's no age. There are many folk in their 70s and 80s who are active on the water.'



After a pause for contemplation he added, 'I couldn't face the Atlantic, not now. I know my limits but I admire solo sailors like Thompson and Knox-Johnson. I'm all agog with these great yachtsmen and if they ever pass by, they're welcome aboard Old Possum.'

Maurice paused again and this time curiously looked me up and down. I nervously waited to see what he would say.

'So you'd like to go for a sail?' he asked. I nodded. 'That would be an honour,' I replied.

'We'll see,' he said, 'but first we'll have a cuppa and a chat.' Then he disappeared down the steps to the galley.

The conversation continued as the kettle boiled, albeit with Maurice down below while I perched in the wheelhouse at the top of the companionway.

'I'm not a heavy-weather sailor, if I can dodge bad weather I will,' he said. 'Once you get into your 90s you only want to sail for pleasure. The most difficult job for me now is furling the genoa when it's blowing a Force 5.'

I joined Maurice, a draughtsman retired from the Hydrographic Survey Establishment in Taunton, at the table down below. He told me he bought his first boat, a four-and-a-half-ton David Hillyard, in 1947. Named Caroline after his grandmother, she was moored at Burnham-on-Crouch in Essex. A few years later he traded her in for another same-weight Hillyard, Elsie. This was followed by a sleek Yachting World five-tonner designed by Robert Clark, Pipestrelle, moored in Weymouth and then a Contessa 32 called Carronade.

After a short marriage, which Maurice described as hitting the rocks and sinking, he bought Old Possum in Gosport for £86,000 in 1999.

'I was alone in a strange town,' he said. 'I was going to sail her back to Weymouth, but because the marina staff were so kind to me I decided to stay and I've never looked back. It was a new dawn for me.'

Sipping tea and eating his favourite Waitrose biscuits, I asked Maurice to explain his passion for boats.

'I love sailing and of course I love to read your magazine on regular occasions, though I don't have much room for such items,' he said. Then, leaning over, he began to rummage through the stowage lockers. 'I have copies here,' he said and produced a well-thumbed 1947 copy. 'Of course

I have more up-to-date ones,' he added, finding a 1959 issue.

'There is something special about sailing a vessel, having that wonderful feeling when she is under full sail doing six or seven knots,' he continued. 'It's a difficult experience to describe. Then there is the tending of things. The ropes, the sails, seeing to this and seeing to that. There are so many little things that make up the big attraction of sailing.'

When Maurice bought Old Possum, she had returned from Spain and the woodwork was a little shabby from years under the blistering hot sun. 'Being a wooden boat man,' he said, 'I have mastered the teak varnish technique and now keep her to a very high standard.'

'She has a very homely feel about her. I sail her at least once a week, even through the winter. If it's a nice day in February, I'll sail away. I don't bother going to places to moor up and walk-about ashore. I defiantly stay away from Cowes. If I want to walk about a town I'll go into Gosport,' he added, smiling. 'I go out to sail.'

He spoke enthusiastically about the area. 'This eastern end of the Solent has wonderful locations, across to Bembridge or eight miles to Chichester,' he said. 'When I go around the Nab Tower I'll heave to for a spot of lunch. This makes me laugh, I don't think that lot out there [Solent yachtsmen] are used to seeing a boat hove to. On one occasion, this chap sailed over to ask if I was alright.'



The Nauticat 33 is a well-designed, comfortable motorsailer built in Finland and marketed for the older generation. But, I wondered, what is she like when the sails are up and the engine is off? Maurice thought for a few moments.

'You have to come to terms with the fact that, being a motosailer, you're not going to get the performance of a Contessa,' he said.

'You are not going to be heeling over at silly angles. Anyway, at my age I don't want to be sitting out in stuff like that. That said, with a good Force 4-5 you can get some pretty exhilarating sailing. 'There are times when I say to myself, "That was a ruddy awful tack, I must do better next time."' All the controls are on the aft deck, so I don't have to rush around. I even have an auto winch for the anchor. I press the button and the anchor just comes up like magic. I have no problems coming into port. People in the marina are amazed to see me coming in on my own. I think they are waiting for the crash. Well, they've got a long wait.' 'I know exactly what the sea is all about, even though I haven't been out in mid-



Atlantic. I have a vivid imagination of those big rollers and rough conditions aboard. I've read books by Alex Rose and Francis Chichester and know how they acted when solving problems. You can't just hide in the bunk; you have to attend to whatever it is.

'This is my attitude on Old Possum. Whatever the problem, I just get on and do it. I'm fortunate to have my health and agility. I'm a tough old bird,' he said, smiling. 'I'll come

back as an albatross, circling Haslar.' As Maurice thumbed through his magazines, picking stories and adverts that tickled his fancy, I asked how he finds living aboard.

'A new Nauticat would cost about £250,000,' he began. 'If I lived in a flat with all the overheads I wouldn't be better off and I wouldn't be worse off. It costs me about £5,000 a year to live on my boat and I'm in an ideal location in a high-quality marina.

'I have ferries not fairies at the bottom of my garden and I'm living under the shadow of the Spinnaker Tower. There is a lovely small town [Gosport] for my shopping and a regular ferry to Portsmouth. The Isle of Wight is on my doorstep and the most expensive chunk of water in Britain is at the bottom of my pontoon. It's unbelievable really.

'I wouldn't say I'm nomadic, I'm a normal single chap living a free way of life. You bring a woman on board and it all changes. I would never have a female living on this boat. My advice to anyone who is thinking about it is to make sure she is a boaty girl, because there's not a lot of room if you have a row. The only place to get away is up the mast.'

Time was moving on and I was concerned about our sailing trip, so I had no choice but to mention the subject. He looked surprised and checked his watch.

'But I haven't told you about my singing. I always do a turn on stage at our Nauticat Association annual dinner. I'll give you a song. Do you like My Little Stick of Blackpool Rock?' he asked with a smile. Maurice had a prior appointment, however, and there was no time for sailing. 'I'm seeing my lady friend now,' he explained. 'We'll go sailing tomorrow.'



*This is an authorised edit of an article published in Yachting Monthly magazine". Bob Aylott is both author and photographer.*

## Laying up Lunch 2015

In spite of a clash of dates between the Rugby World Cup and our own Laying up Lunch on Saturday 17<sup>th</sup> October, 34 members attended this year's event which was held at Chichester Yacht Club. 9 of our members sailed across in 5 boats, namely: Lucy & Steve Roberts in Karvinen, Maurice Owens in Old Possum, Jan & John Claisse in Zarzuela, Jean & John Rotter in Kaituula, & finally Dawn & Ray MacDonald + 3 crew on Polarbear II.



Following our group meeting up for a midday aperitif, we all made our way through to the Quarter Deck private dining area which had been tastefully arranged into an oblong formation to accommodate the 34 members & guests present. The Quarter Deck provided a wonderful view of the inner harbour area and entrance to the

Chichester Marina. The harbour area was alive with all kinds of craft, including small spinnaker clad sailing dinghies competing against each other.



After our 2 course lunch, followed by coffee & mints, our Chairman gave a resume of this year's social events, as well as his own Baltic sailing activities.

Then Maurice Owens surpassed himself with anecdotes & jokes, which, as usual, were a source of amusement for the whole gathering. Maurice is featured in the September Edition of "Yachting Monthly" in addition to which he is also starring in a You TUBE video outlining his life aboard Old Possum

It was, as always, a pleasure to catch up with everyone and to hear their stories of summer sailing and gossip.

Roll on the AGM!

*Rod Cotton.*

# Technical Report

The season is drawing to a close, so the thoughts of those winter jobs are now becoming closer and as usual the reality will be far removed from our dreams of accomplishing so much. My own plans are as usual are ambitious, especially as Jennyanydots is going to be out of the water this winter.

## Jennyanydots

So some of the things I am going to try and achieve on top of the normal winter jobs are;

Wind generator, following a failure of the generator earlier in the season, one of the brushes, the ones which allow the unit to rotate around the mounting pole, disintegrated. Having replaced this it was obvious the generator required a bit of maintenance and refurbishment, so it needs to come off its pole and taken home, not as easy as it sounds.

Several times we have picked up visitors mooring buoys with heavy chain lines, these have been brought aboard through the bow roller, as there is only one it means lifting off the anchor, so the plan is to fit another bow roller the other side of the furling gear.

Three years ago I had Copper Coat applied, the last two times the boat has been lifted out there has only been a layer of slim to be power washed off, about 30 minutes work, however this year there was a bit more weed and it took the marina 2 ½ hours to power wash off the weed and slim, it appeared to be holding on really tightly which left a small brown dot, I contacted Copper Coat and they have suggested I need to lightly burnish the bottom with a very fine wet and dry paper. Another job before launch next April!

## Queries raised and information provided

### Morse Controls NC33

The engine control lever (Morse control) has become very slack and when pushed forward as far as it will go, it only gives 1400 rpm. I had thought that an adjustment where it engages with the engine would sort it out, but my engineer insists that the problem lies with the unit above the steering wheel and that this needs replacing. Do you have any experience of this and if it needs replacing do you know where a replacement can be obtained?

*I have very limited experience with the morse controls, other than greasing and checking the engine end of the controls, a couple of things to consider.*

- 1. Do you have an outside steering position? if so does the same problem occur when using the outside position.*
- 2. When the throttle is set for engine warming, does the throttle achieve a better range.*
- 3. I have heard of the cam wearing in the throttle unit, but not certain what this would cause, usually associated with engaging gear and reverse.*

4. *May not be the right manual, but have attached a copy of an old morse control which may be of help.*

*Sorry not to have more useful information, let us know how you get on.*

Very many thanks Alan for your suggestions and the Morse manual. We don't have an outside steering position, so can't follow this one up. Your mention of the cam wearing might well be the relevant point.

### **Ignition Switch NC 42**

Any idea where to source the ignition switches NC use, the keyless turn to on then again to start used in the pilothouse (at least on the 42)? I tried Veli at the yard but they are on holiday and he implied that they were readily available in the UK.

*I believe the switch was made by Telemecanique, now taken over by Schneider and the switches are still produced and available via UK distributors, Farnell being the most likely to be able to help. Farnell, [www.farnell.com](http://www.farnell.com), have on line purchasing system. Customer service 03447111113*

*The switch consists of several parts, the frame, including the knob, a contact block then two plug in contact modules. In the past it has been one of the plug in contact modules that has failed. One module is the switch on for the power to the engine start and control system (posn "On"), the other is for signal to the starter relay (posn "Start").*

*The part numbers are most likely as follows, would need to remove existing switch to check.*

*Frame/Knob ZB4 BD8  
Contact block ZB4 BZ101*

*Plug in Contact modules, ZBE 101, ZBE 102 (these were marked with a red and green spot, depending on switch contact arrangements.*

*Have attached a information sheet on this range of switches, which may help.*

### **Hatches and Windows Nauticats General**

Over the last few months I have numerous queries with regard to sourcing parts for hatches, windows and a complete hatch.

The hatches were made by a company called NC Bjerg, unfortunately they went out of business and Ertec took them over. They supply similar products but may have a minimum order.

Details for Ertec are:

ERTEC DANMARK ApS.  
EGESTEDVEJ 2B - DK-3320 SKÆVINGE - DENMARK  
PHONE: +45 48 28 48 91 - FAX: +45 48 28 48 92

Another possibility is via the Hallberg Rassy spare parts web, as they use similar fittings to Nauticat, the link is below:

<http://www.hr-parts.com/contents/en-us/d18.html>

This worked for one member purchasing from Hallberg Rassy a Berg Crown Assembly' part number 104440 at a cost of £20.

## **Restoration NC 332**

I read in the current edition of Cat a Log that a French Member has got to change the fuel tanks in his Nauticat. I am part way through a 'Keel Up' restoration of a 1973 Nauticat 33, and also need to replace the fuel tanks. I have spoken to Veli at Nauticat and he tells me that the engine has to come out. Can you please help with this problem?

Up to now all the through hull fittings have been replaced, the hull treated to protect against osmosis, a complete new gunwale as well as a complete change of all ropes and standing rigging. The Cylinder Head has been totally refurbished and a new Perkins starter was fitted, the engine now runs like new. I also need to source a new Rubber Seal for the Clearview Screen, any ideas?

*Veli, is correct about removing the engine, if you want to remove the tank whole and replace with same size. Over the years others have tackled this by cutting the tank into small sections and replacing with smaller or different shape tanks, to save taking the engine out or destroying a lot of the wood work. I have attached two articles from previous Cat-A-Log's which may help.*

### **1. Tanks**

*I believe Nauticat have used Stainless Steel fuel tanks on some boats, but Veli still thinks the mild steel is OK and cheaper. I don't think stainless is a problem as long as the appropriate spec is used along with the weald. Plastic is another option and Tek Tanks will produce tanks to measure.*

Tek-Tanks Ltd  
The Old Stables  
West End Farm  
Colthouse Lane  
Upper Froyle  
Hampshire  
GU34 4JR

General Enquiries: [enquiries@tek-tanks.com](mailto:enquiries@tek-tanks.com)  
Sales Enquiries: [sales@tek-tanks.com](mailto:sales@tek-tanks.com)  
Telephone: +44 (0)1420 525477  
Fax: +44 (0)1420 520840  
Web [www.tek-tank.com](http://www.tek-tank.com)

### **2. Clear Screen Seal**

*There are several manufactures of clear view, but below is a few suppliers of rubber seals.*

[www.Sealsdirect.co.uk](http://www.Sealsdirect.co.uk)

[www.littleportboathaven.co.uk](http://www.littleportboathaven.co.uk)

[www.technix-rubber.com](http://www.technix-rubber.com)

Many thanks for the info you sent me it made interesting reading but I was a bit concerned about the greatly reduced capacity. I had thought of cutting out what is left of the old tanks (not much) and getting a local engineering company to make me some new ones in Stainless Steel, as per the drawings that Veli sent me but Stainless does not seem to be the road to go down according to your man. Can you suggest a manufacturer that could supply tanks in another material as per the drawings?

Just a quick mail to let you know that I have solved the Clearview Screen seal problem.

I received from Seals Plus Direct a piece of Rubber Seal (Part No. ETS60) and when I tried it this morning it looks to be ideal for the job.

The service I have received from this company has been excellent, as was the price £15 and the item delivered to La Manga Spain.

### **Replacement Autopilot**

*I assume that the one fitted is a NECO system, and the drive is chain on to the wheel house wheel? I would probably go for a RAYMARINE system, although expensive they have a good range of drive systems which should be able to meet your requirements. Attached article from PBO on replacing an autopilot, may be of interest.*

### **Samson Post Replacement**

Do you have any info on replacing both Bow and Stern Samson Posts, my bow posts have completely rotted through and the top 18 inches can be lifted through the deck while the stern posts are loose but still whole. I have been told that these are bolted through the frames and then fibre glassed for extra strength. Please can you throw any light on this problem?

*Unfortunately, I don't have much personal knowledge of the early 33 models which had wooden samson posts. This was changed to stainless steel posts when Nauticat changed to the all fibre glass cabin structure hull number 500 in 1978. The posts go down to the keel; to replace them will depend on the amount of internally panelling that would have to be removed to gain access. Depending how far down the rot has gone it may be possible to graft/join a new section of post.*

*Both these will probably require a fair degree of carpentry expertise, especially if the internal panel work has to be removed without causing too much damage.*

*I have attached an article written by one of our members who has carried out a repair on his samson posts, hope it helps.*

### **Water Blockage NC 33**

We had a great time this year joining Joel Rogale on the Brittany Cruise. However we had only one technical problem. Our automatic bilge pump started working energetically and after going through many checks we found that we had a hole in a rubber hose on the salt water cooling system, the one nearest the impeller.

We managed to get ourselves escorted into Cameret where a local engineer eventually found a blockage of salt and 'crud' in the elbow joint into the heat exchanger. Nauti Lady is a 1989, 33 and this build up could have been over many years. We would like to make other Ford Lehman owners aware of the possibility of this happening. We had not realised that the flow of water through the engine had been reducing, either out of the exhaust or out of the starboard indicator pipe, but now this blockage is fully cleared there is much more water going through the engine. We were later advised that every few years one should back flush the primary circuit to obviate build up!

### **Oil Cooler Service**

Thanks for the help and the marinisation manual but the manual does not show an oil cooler, it must have been an add on. I have replaced the seals, I used O rings purchased from ERIKS who specialize in them, anyone contemplating doing the same task would be advised to remove the existing seals as samples before cleaning.

### **Mystery Stain NC 33**



I have a few questions. Having applied the antifoul I noticed water appearing from the lower bearing of the rudder stock. As this dried it left a white trail which I assume is salt. Should I be worried, is there trapped salt water in contact with the stainless stock? Is the rudder blade hollow? Is the lower bearing water lubricated, there does not seem to be any grease coming out whereas the upper shows grease?

### **Bow Thruster**

A good tip on bow thrusters, finding that the drive pin for my Max Power CT60 bow thruster was in imminent danger to failing due to 'cavity corrosion'. Luckily the propeller in this design is held on with a grub screw, so even if the drive pin fails no lost prop. You might like to remind owners with this model of thruster to have the pin checked on haul-out. Pins are available from AR Peachment for £1.66, (*postage costs more than a single pin*).

### **Stanchion Nauticats**

My stanchion has been damaged. It is the most forward one on the starboard afterdeck, and typically, it is one with a brace, not a simple pole.

Do you know of a source (and price!) for these. I enclose a picture of an undamaged one from the port side.

*Generally Nauticat fabricate or have made for them these items, they will provide a replacement, but it will*



*be expensive, so I would use a local stainless steel fabricator, I have used one in Waterloo called Fabtech who were reasonable priced and need a good job.*

### **Air Vents NC 38**

I need to replace the 2 deck vents, the sun having damaged the fixing points. It looks like they might be from Plastimo, but the dimensions don't fit. The boat is a Nautical 38 from 2009, hull number 276, hopefully you could identify the products and reference number? Obviously, I prefer identical vents rather than drilling new holes on the deck.

*As you say they look very much like the Plastimo dorade box. Plastimo do make two sizes as described below;*

*Pt no 16932 Blue cowl, 11661 Red cowl 260mm long, 160mm wide, 150mm high. Pt no 16933 Blue cowl, 11662 Red Cowl 335mm long, 200mm wide, 205mm high. Nauticat have confirmed they are Plastimo. Although they got the size wrong.*

Sorry if I got any of the details wrong, as I am writing this report looking out across Lake Wakatipu, Queenstown, New Zealand, and have not got all my information with me, so my memory might not be accurate or it could be the New Zealand wine!

Happy Winter Maintenance

*Alan Warrell*

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Deadline for next issue - 1st April 2016

Copy can be sent by e-mail to:

robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

Photographs, including digital, very welcome.



### **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.

## Informal Dartmouth Rally

We had planned to be at the Dartmouth Regatta with friends this year, so when we received an e-mail from John and Julia Strudwick, that they were coming to Dartmouth over night and was there a possibility to meet up, it all fell into place.

We meet in Dartmouth and went aboard Wyldwind to watch the parade of boats, from their perfect visitors berth, which included a few drinks!



We agreed to meet at Dittisham the next evening, especially as we already had a reservation at the Ferry Boat Inn for the much sort after window seat. As we were going for a sail in the morning, we agreed that Wyldwind would get a visitors mooring buoy as they intended to up to Dittisham earlier in the day. After a very wet sail we rafted alongside Wyldwind, in time for pre-dinner drinks,



then a dinghy trip ashore with a healthy walk up the hill, before a very good meal, then back on board to Jennyanydots for a after dinner drink.

A really good informal rally.

*Alan Warrell*



## General and Cruising Secretary News

Members with items of common interest for publication on eNews please e-mail the eNews Editor at [j.claisse@btinternet.com](mailto:j.claisse@btinternet.com) Plans for the 2016 AGM on Saturday 27<sup>th</sup>February at the Sandbanks Hotel, Poole are well under way. All Members should have received an Agenda via eNews by now. If you have not done so please let me know [j.claisse@btinternet.com](mailto:j.claisse@btinternet.com) Tel: 01730 829001) so that I can amend my eNews contact list.

John Rotter (KAJTUULA) has kindly 'volunteered' to be Hon.Treasurer as from the AGM, relieving Richard Wakeham of one of his many duties – watch out for changes to contact details.

Richard has recruited many new Members this year and I have exhausted my supply of Nauticat burgees and ties. In order to obtain these items at a reasonable cost they have to be ordered and paid for in batches of 30 to 50.

Price to Members would be as follows:

- Mirrored NA Logo, 110gsm, roped and toggled burgee. £13 plus p&p
- More robust double sided Logo, 230gsm, roped and toggled. £27 plus p&p
- Ties, with Logo or stripes. £20 plus p&p

In order that the Committee can decide to what extent the Association would subsidise the procurement of these items please let me know if you would be ordering any of these ([j.claisse@btinternet.com](mailto:j.claisse@btinternet.com)).

### Cruising Matters

Social Secretaries are sought for the Celtic and East Coast Regions.

Area Secretaries are planning their 2016 programmes.

South Coast Secretary, John Crump, would welcome ideas for our 2016 south-coast cruising events. In 2014 & 2015 we arranged week-long cruises in the Spring around the Solent area which were both well attended.

However a second rally planned for the autumn in 2014 had to be cancelled because of low uptake. A view has been expressed that next year we should plan one or more shorter meetings (perhaps 2 or 3 days each). The views of both members who took part in previous rallies, and those who did not but would consider joining us in 2016, would be much appreciated and help to plan a successful year. It would help also to be aware of significant dates to be avoided.

Please e-mail John Crump directly before Christmas at: [jrc@seaholme.eu](mailto:jrc@seaholme.eu).

Additionally any Member or group of Members planning a cruise and who would like company and/or crew please e-mail Cruising Secretary John

Claisse at: [j.claisse@btinternet.com](mailto:j.claisse@btinternet.com).

The Cruising Section of the Website ([www.nauticatassociation.co.uk](http://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](mailto: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.

John Claisse, General and Cruising Secretary.

[j.claisse@btinternet.com](mailto:j.claisse@btinternet.com)

ZARZUELA



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## Too Much Weather!

Like many of us, in my early days of sailing, the only weather information was from the shipping forecast, transmitted on Long Wave, so a decision to go or to stay put in harbour was made on a very simple forecast, “for the area, Dover, Wight, Portland, Plymouth, South West 5, Moderate, Poor etc”.

However, today we have a huge range of weather information available, the inshore forecast repeated by the coastguard, numerous internet weather sites, like Passage Plan, Sailing Weather, Wind UK, Weather for Sailors all with lots of top class graphics.

So with all this information, it should be easier to make that decision, we wish. The tendency now is too find the forecast you want to hear, making the final decision harder, as we try to convince ourselves that the Force 6 occasionally 7 in one forecast is not that bad as another forecast only has Force 6.

This June we certainly had a range of occasionally 7, which decided us several times to stay put and wait for calmer weather, usually it not seem that bad from the shelter of the harbour, but as said by many a seaman “it’s better to be in, saying we should have gone, then to be out and wishing we had stayed in”.

Happy weather forecasting.

*Alan Warrell*

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## **The Annual General Meeting 2 p.m. Saturday 27th February 2016**

This year's AGM will be held at  
Sandbanks Hotel  
15 Banks Road, Poole,  
BH13 7PS

For those wishing to take a two day break around the AGM there are plenty of things to do especially with Bournemouth and Poole so close. A stroll along the seafront into Bournemouth or a boat trip around Poole Harbour and Brownsea Island.

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

Sandbanks has offered us a good rate for our event with double rooms, **including** dinner and breakfast at £75 per person per night. If you live locally and would like to attend the meeting and dinner only the cost is £30 per person.

If attending please could you complete the attached booking form and return it, along with a cheque for the full amount or a BACS transfer as indicated on the booking form. An early email notification to me would be appreciated so I can arrange numbers with the hotel.

Check out the facilities at: [www.fjbhotels.co.uk/hotels/poole/sandbanks](http://www.fjbhotels.co.uk/hotels/poole/sandbanks)

Immediately after the AGM there will be a talk:

### **Round Britain in a Gaffer.**

Tim and Liz Dodwell will give an illustrated talk about their adventures participating in the Old Gaffers Association Centenary Cruise.

Before dinner there will be  
a performance by the **Poole Sea Cadets Band**

## **Classified**

### **Technical Merchandise**

Perkins Engine Handbook	£2.00
Ford Lehman 2712 Engine Handbook	£2.00
Door Roller Wheels Per Set Of Four	£10.00
Door Roller Wheels Each	£3.00
Modified Gustavson / early Lehman engine anode holders that allow use of international standard anodes. Set of two	£8.50

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

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### **Winter Cover**

I have a fully fitted winter cover for sale purpose made by C&J Marine at Chichester using their best material in Seal Grey. It is made in three parts and designed to fit a ketch rig Nauticat 331. It cost £2000 and has only been used for two winters and is in very good condition. Im looking to sell for £500 and wonder if you could possibly circulate this email to 331 owners on the database.

Stephen Parkes

39 Astra Court

Hythe Marina Village

Southampton

SO45 6DZ

Tel: 02380 845425

Mob: 07751 738217

[stephenwparkes@hotmail.com](mailto:stephenwparkes@hotmail.com)

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### **Crew Available**

Dear Sirs,

I am writing to you as somebody whose long term dream is a Nauticat 33. I am very keen to see and experience this vessel. I wanted to ask if you know of owners who are seeking crew for passage making so that I can get some experience of this boat in open ocean and close quarters boat handling. I have a day skipper qualification and sail small craft regularly in Chichester harbour.

Kind Regards

John Bennett

[john\\_bennett1@mac.com](mailto:john_bennett1@mac.com)

## Sea Forge - Nauticat 33 1975



In present ownership since 1998: a sturdy, comfortable vessel, equipped with essentials for cruising, in which we have circumnavigated Britain from the Scillies to the Orkneys.

Accommodation - sleeps 6: aft cabin with double berth and en suite heads; forward cabin with twin bunks (can convert to double); main saloon with dining table converting to double bunk. Separate heads

with washbasin. Spacious fully enclosed wheelhouse, seats 4.

Sails: Main, Mizzen, furling Genoa & Storm Jib; Covers

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex

Fridge

Water tank: 250 litres Legs & covers

Currently lying Ipswich

Full Survey May 2012 available

**A bargain at £27,500**

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: [chris-john.harvey@tiscali.co.uk](mailto:chris-john.harvey@tiscali.co.uk)

Tel: 01508 558446 Mob: 07858418762 / 07762265754

# Mistress Mariner - Nauticat 331

Commissioned June 2004 Hull No 1235

A much loved and beautifully maintained sloop rigged pilothouse version with larger in-mast roller main, roller reef genoa and cruising shute with snuffer. No mizzen enables a large sun bimini with ample headroom.

Otherwise a standard open layout with two double cabins each with en-suite heads, 75 HP Yanmar and long keel 1.6m draft.

£48,000 of extras supplied by Nauticat when new and since then many more extras. For sale including all kitchen equipment, bedding, cushions, charts, pilot books to west Mediterranean etc. Ready to sail away.



## Additional Specification

- Bowsprit with teak catwalk
- Anchor roller
- Boarding ladder
- Seldon in-mast furling
- Furlex Genoa reefing
- 2 Harken 40 electric genoa winches
- Harken sheet winch
- Teak to cockpit area
- Stainless steel bathing platform with shower
- Extra long bathing ladder
- Electric winch
- 40m anchor chain and extra warps
- Shorepower 230 system
- Mastervolt charger
- Raymarine 600 Autopilot
- Raymarine 300 GPS navigator
- Isotemp water heater
- Webasto 3500 central heating
- Blue "Alcantara" upholstery
- Lower dining table converts to a third double bunk
- Bow thruster
- Dual controls for stop/start
- VHF radio plus hand held VHF radio
- EPIRB
- Zodiac 260 dingy with Yanmar 2.5hp
- Viking life raft serviced to 2016
- Teak folding cockpit dining table

A complete set of original instruction manuals from Nauticat  
At present berthed in Mercury Marina on the River Hamble.

Price: **£142,500**

Contact: Stephen Evans 01926 632521 or  
stephen.evans.gc@gmail.com

## India Jane - 1998 - Nauticat 39



### Specification

- Yanmar 50hp
- LOA 11.85m
- Beam 3.5m
- LWL 9.8m
- Draft 1.9m
- 2 x 500 ltrs water tanks
- 2 x 350 ltrs fuel tanks
- 3 Cabins
- Forward Cabin 1 plus extra upper berth
- 2 Double berths
- 2 Heads
- CD player
- Wind speed & direction – ST50
- Log
- Compass
- Radar – Faruno
- Rigging
- Electric main winches
- Battery charger – New 2007
- Fridge
- Oven
- Eberspacher heating
- Hot water
- Microwave
- Shore power
- Swimming ladder
- Radar reflector
- Cockpit table
- Teak cockpit
- Liferaft

**£139,000**

Richard Erlam - 07770 263168 email: richard@erlam.com

# Nauti Lady - 1989 Nauticat 33 MkII

Hull No. 1077 Britished Registered

Age forces sail of our boat after six great years sailing. A well maintained boat with ideal features: Draft 1.53m Deep Keel.

White (epoxied preventative). Two heads, one in aft master cabin en suite with vanity unit, double bed with new, deeper mattress 2010.

Forward V Berth with infill.

Dining area seats six plus with

glass fronted cupboards. Galley with four burner cooker and oven, double stainless steel sink unit and deep refrigerator. 12v lighting



## Specification

### Main Wheelhouse:

- Huge chart table.
- L shaped seating new 2010 off-white.
- One single seat all deeper cushions.
- All round visibility fully curtained.
- Two separate doors plus spare running wheels.
- Full sliding sun roof with sun blind.
- Wheelhouse table.
- Steering wheel.
- VHF radio
- Chart plotter
- Navtex.
- Radar
- Engine controls
- Bow Thruster Control
- Auto Helm Control
- Ford Lehman 80hp 2,400hrs.
- Twin fuel filter system.

### Rig:

- Ketch rigged with Mainsail and Mizzen both with lazy jacks (roller
- furred).
- Full sized Genoa and Gennaker with snuffer. New 2010.
- 35lb Plough Anchor with electric anchor winch, dual controlled.
- Kedge Anchor on aft rail.
- 3 Bladed Propeller, fully serviced 2015.
- Stripper rope cutter on shaft..
- 2 x lead acid Batteries Bosch 2010.
- Sterling battery charger.
- Webasto heating.
- Deck floodlights.
- 6 man Liferaft, serviced December 2014
- Canvas Winter Covers.
- Avon dinghy lives in engine well.
- Toilet pumps renewed 2010

**PRICE: £65,000** to include portable six arm boat cradle.

NAUTI LADY is ashore on Hayling Island for further details or Inspection

Telephone: 02392 465657, Mr Trevor Rose

Email: [monicatrev@tiscali.co.uk](mailto:monicatrev@tiscali.co.uk)

# Tringa – Nauticat 40

**Built – 1985**

White GRP hull and topsides with skeg mounted rudder and dual steering position. Sloop rig with removable inner forestay. Reckmann mast and twin track furling forestay. Ford 2722e, 90hp main engine with folding 3 bladed Maxprop. Onan 7kw generator. Sleipner 8hp bowthruster.



## Additional Specification

- Forward cabin with double berth.
- Single upper bunk to portside.
- Forward toilet, sink with hot and cold water, shower.
- 240v towel rail.
- 4 burner SMEV cooker with oven and grill.
- Fridge box.
- Double sink.
- Filtered water tap, hot/cold, salt water tap.
- Panasonic 240v microwave.
- Wheelhouse with table and seating to port.
- Navigation and steering position to starboard.
- Aft cabin with rare double bunk arrangement boat.
- Upper and lower bunks fitted with lee cloths.
- Aft toilet with separate shower cubicle.
- Navigation equipment
- Raymarine RL 80 CRC chart plotter/radar.
- Raymarine 2KW radar scanner. New 2013
- Vesper 850 AIS transmitter. New 2013
- Icom DSC VHF radio.
- Navtex.
- Phillips GPS
- Garmin handheld GPS with external aerial.
- VDO Logic compass, wind, depth, log, autopilot.
- JVC CD/FM/AM radio.
- R & R aerial system at masthead.
- Emergency VHF aerial on transom gantry.
- Raymarine RL 70CRC radar/plotter.
- VDO Logic wind, depth, close hauled, log Phillips GPS.
- External VHF speaker Suunto compass.
- Bowthruster controls.
- Reckmann fully battened main.
- Brand new Kemp Genoa.
- Brand new Kemp Staysail.
- North spinnaker.
- North cruising chute.
- North storm jib.
- Selden spinnaker pole on mast track.
- Lofrans Tigress 1000w anchor windlass.
- CQR Anchor with 50m 10mm galvanised chain.
- Teak laid decks.
- Ocean Safety 6 man life raft in canister.
- Mast mounted deck flood light.
- MOB buoy with light and flag.
- Fortress kedge anchor in bracket on transom rail.
- Stainless steel davits.
- Stainless steel aft gantry holding GPS aerals,
- Emergency VHF aerial, stern light.
- Stainless steel folding ladder on transom.

Hauled annually for wash, polish and antifouling and survey.  
Currently based in Kip Marine, Scotland.

Contact: Craig Porter

Email: [cr.porter@hotmail.co.uk](mailto:cr.porter@hotmail.co.uk)

Tel: 01595 880824

**Price £105,000**

# Letters to the Editor

Dear Robin

We wish to express our thanks to Joel Rogale for all the hard work in organising the French Cruise this year. In years past we have sailed around Brittany but it was very pleasant to be shown other ports by Joel. He is a most enthusiastic Nauticat sailor and together with his crew Claude made the passage planning very easy. We hope that in the future should Joel offer the chance of a rally around Brittany that other Nauticat members will participate.

Yours Trevor and Monica Rose, Nauti Lady

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Dear Rod,

Thank you for organising the occasion and I think everyone agrees that the venue was excellent. We really didn't have any complaints about the food; our pork was nice although the broccoli was "al dente" but some prefer it that way. We thought the deserts were the least enjoyable. Nice to see everyone and an excellent turnout so well done.

See you at the AGM in February.

Kindest regards, John

---

Hi Rod

I thought the venue was excellent and was convenient for members. Having had a full breakfast in the hotel I stayed in on my way from London, I didn't do justice to the meal but I enjoyed it and my chicken and vegetables were cooked perfectly. The desert was delicious.

Regards, Douglas

---

Dear Richard

I shall be grateful if you will kindly pass this message to the Committee.

Sheila and I have enjoyed 15 years sailing our N.C. 321 Westering Home over 10,000 nm. However, we are at an age when it is sensible to give up sailing and move to motor cruising.

We have therefore decided to resign from membership of the Nauticat Association.

We have had many happy years with you. I started the Scottish Branch which has grown to become the Celtic Branch.

With best wishes,

Robin and Sheila Maclean

## Future Events

**AGM**

**Sandbanks Hotel**

**Poole Dorset**

**27th & 28th February 2016**

## Picture Gallery



### **Neridos**

*Originally owned by Ray & Jan Dennett, the founders of the Nauticat Association,  
now owned and sailed in Greece by member David Hicken*