

# **CAT - A - LOG**

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



*Peter & Betty Stubbs with their son Patrick on  
Kir Royal entering Yarmouth*



Nauticat Association Newsletter

Issue Number 72

Spring 2016

# Nauticat Association Merchandise



We now have an extensive range of merchandise.

The range of items can be found at:

<http://www.swift-uk.com>

look under 'catalogue'.



All items can have the Association Logo and a boat name added in many different colours.



There really are some nice items in colours, styles and fit to suit every member.

For ties and burgees please email John Claisse directly.



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# Cat-a-Log

Issue No. 72 Spring 2016

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Position Vacant

### **East Coast Secretary**

Position Vacant

## Chairman's Note

I still have happy memories of a successful and enjoyable AGM weekend at the Sandbanks Hotel in Poole. We had a good positive meeting thanks to the contributions from the committee members and the supportive audience. Richard has done a fantastic job as membership secretary and treasurer. John Rotter has taken over as treasurer and I am sure that he will keep us financially in order.

We were well entertained afterwards by Tim and Liz Dodwell with an account of their round Britain rally with the Old Gaffers Association. Traditional craft always make for picturesque photographs. Before Dinner we were entertained by a talented Sea Scout Brass Band that had our feet tapping. After dinner Maurice was in top form ably supported by Liz on guitar, she had already earned her supper. Well-lubricated voices sang old familiar songs with gusto.

There was a great atmosphere during the weekend, wherever members gathered and socialised. Everybody enjoys their hobby of sailing and cruising their Nauticat's and all have a lot of adventures and experiences to share. We now look forward to new adventures in the summer whether joining John Trump on the south coast rally, Mike Scott and myself at Ystad in the Baltic or heading off elsewhere. Galatea of London, anti fouled and polished, is ready in her shed in Germany awaiting the arrival of her skipper.

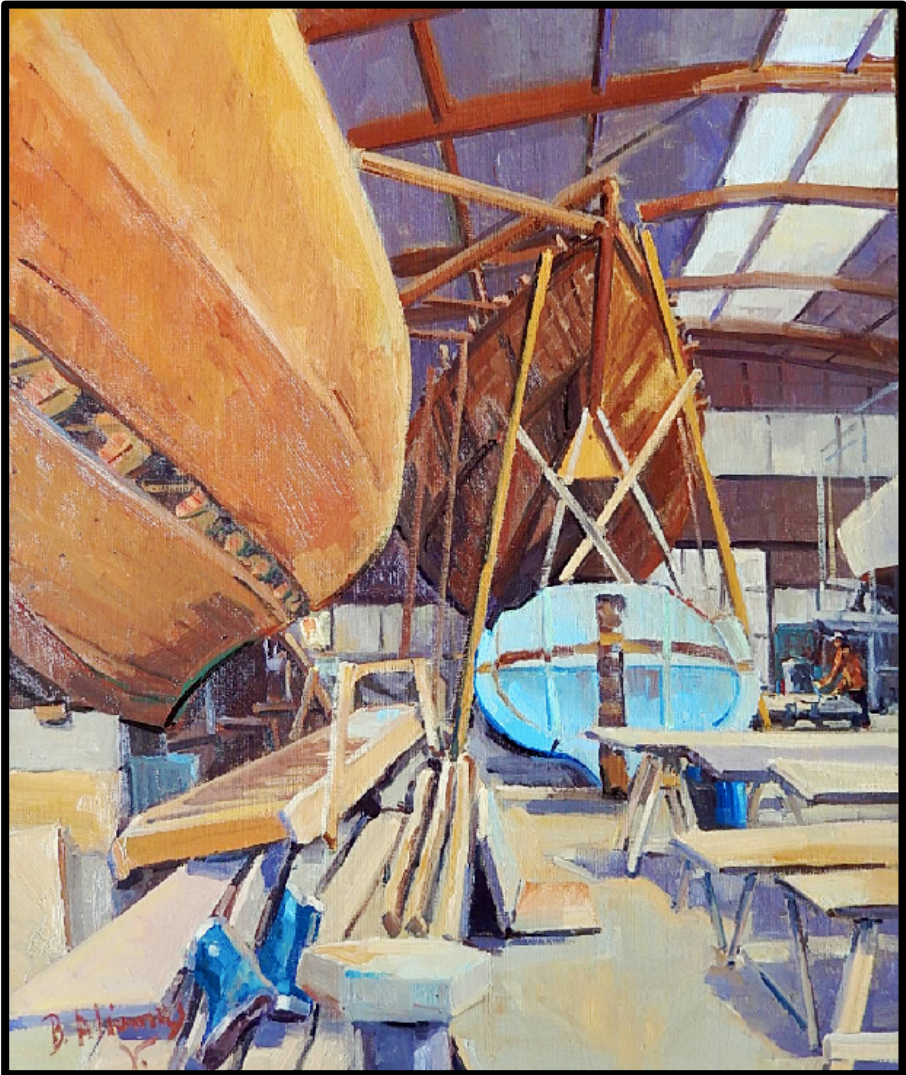


Douglas Addison

## A Painting from France

Eric Aliamus is one of our French members who has been regularly attending the AGMs.

Whilst talking to Eric this year I discovered his wife, Beatrice, is a professional artist who specialises in boat pictures. As I am always looking for interesting material for the Cat-a-Log I asked Eric if I could publish some of his wife's paintings; Beatrice happily agreed and sent five paintings, the first of which is below.



# The Annual General Meeting

What a fantastic AGM weekend we had this year. They are always good fun and never very contentious but this year was especially good.

To start with we had a great turnout which, of course, is very important.

Twenty members arrived on Friday to check in and have an informal dinner in the main restaurant; the Maître de was very accommodating and had put two tables of ten together. Saturday saw the next group arrive making a grand total fifty attending the AGM.

The Sandbank's let us have the Wessex Suite for free which in its self is good and is the perfect size for our event.

The Committee now comprises of nine members with John Rotter joining us on the top table as Treasurer – a 'Volunteer' which is great. John will take a little pressure of Richard Wakeham who has been Treasurer, Membership Secretary and Web-Site Manager all together.

Nothing contentious came up and by general consensus, plus the wider survey John Claisse had organised, the decision was taken to stay at the Sandbanks next year.

In many ways the Sandbanks is the perfect venue. There are two airports near for those flying in – Michael & Patricia Low from Glasgow, and ferry ports of Poole and Portsmouth for our French Members, Joël Rogale & Eric Aliamus who attend. There is plenty of parking and some very nice walks close at hand and all the rooms have sea or harbour views so whichever room you are in there are water activities to watch. The food and service was excellent with all the staff doing their very best to make us welcome.

After the AGM we had a talk accompanied by a slide show by Tim & Liz Dodwell, on sailing around the British Isles in a Gaffer, an adventurous trip. Tim & Liz did a charming double act presenting; Liz taking charge and Tim getting a word in when he was allowed – I am exaggerating slightly – a lovely couple.

Time for dinner. We all met in the bar for pre-dinner drinks then into the Compass Restaurant, a conservatory with a log fire in the middle, where we had six tables of eight. Rod Cotton had arranged for the Poole Sea Cadet's brass band to give a half our recital, which was brilliant; Rod's granddaughter plays in the band hence the connection and it was wonderful to see such a young, enthusiastic group playing so well.

Of course after dinner we always rely on Maurice Owens (93) to 'Do a turn'. This year after a few very good jokes – I love the one about the two parrots – Liz Dodwell joined Maurice on guitar for a sing along. We all had song

sheets so they had a 'Choir' to support them. I loved the parody on 'My Bonny Lies Over the Ocean:

We're fed up with rainy wet summers.  
We're fed up with freezing in June.  
To ask for some sun in July.  
You'd think we had asked for the moon.

*Bring back, bring back, o bring back hot summers to me to me.  
Bring back, bring back, we want sunshine and winds of force 3.*

We're fed up with winds that blow meanly.  
When low pressure runs from the west.  
We'd rather a nice settled high.  
These depressions just make us depressed.

*Chorus*

We're told that the jet streams a problem,  
As it funnels bad weather our way.  
With gales that blow for a fortnight,  
And sunshine that lasts for one day.

*Chorus*

I'd rather be out on the water.  
Than cooped up inside in the rain.  
Cursing the forecast that promises,  
Nothing but force eights again.

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So the evening ends on a very happy note.

Sunday morning we all met in the restaurant for breakfast and to say our goodbyes and all ready to meet up at the next event which is the South Coast Rally starting in Bembridge in May.

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# AGM Pictures



John Claisse reading the minutes



Chairman with our guest speakers



Committee Member  
Rod Cotton's  
Granddaughter



Our Entertainers  
Liz & Maurice

## AGM Pictures



Alan Warrell & Rod Cotton



Robin O'Donoghue (*in the hat*)  
& Eric Aliamus - collecting  
donations for the Poole Band



The Sandbanks Hotel from the Beach

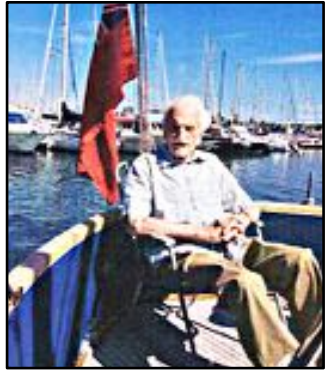
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### **Disclaimer**

Neither the Organisers of any event, nor the Nauticat Association shall be held liable for any loss, damage or personal injury, howsoever caused, arising from or in connection with any event.

# Bryan George Percy Alsop 1921 -2016

It is with some sadness that one of our long standing members of the Association died at the family home in Ashtead, Surrey in early January this year, at the age of 94. Bryan had been a very supportive member of the Association for about 20 years, having frequently attended our social functions, along with his wife Esme, and also participated on many of our Rallies over the years. At Bryan's cremation, held on 2<sup>nd</sup> February, over 130 mourners attended including close family members / friends & acquaintances.



His early years were spent at Bristol Grammar School, then as the Second World War approached, Bryan joined the North Somerset Yeomanry, which at the time was still a mounted regiment enabling Bryan to follow his love of horses. The regiment was posted to Iceland for part of the war.

Following the War, Bryan joined one of the leading insurance companies, where he remained throughout his working career. For several years he had an overseas posting, in Kenya, which both Bryan & Esme enjoyed enormously.

Bryan enjoyed many pursuits, throughout his long and fulfilled life, including woodwork, horse riding, & beer brewing (*Bryan was noted for his 'Ashtead Bitter'*). He was, for some years, chairman of a local rugby club & an active member of Hampton sailing club.

Shortly before Bryan's death he was awarded the French 'Legion of Honour'. This distinction was awarded to Bryan as a veteran of WW2, involved in military operations in the areas of Arramanches, Caen, Bayeux and Falaise.

The Alsop family still intend to retain ownership of their beloved Nauticat 33 "Betsy", which is presently berthed in Lymington Yacht Haven.

*Rod Cotton*

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# The Baltic Report

Greetings from the Baltic Section of the Nauticat Association and the newly appointed Secretary Mike Scott who gave a short introduction at the AGM to some of the aspects of sailing and laying-up in the Baltic. In 2016 Mike and Jacky will be sailing to Denmark and southern Sweden on their Nauticat 38 'Condor'. This will be their ninth season in the Baltic.



‘Our first five summers were spent sailing in the Archipelagos along the coast of east Sweden and south west Finland. The sailing season in the islands off Stockholm and the Aland archipelagos is relatively short but a truly spectacular place to sail – inexpensive, friendly and above all offering warm temperatures in the summer months.

For the past four years we have been sailing along the north coast of Germany from Kiel to Rugen, through the islands of Denmark, around the Oresund (of ‘The Bridge’ fame) and the south coast of Sweden.



Condor is currently overwintering in a cold shed at Weilandt yard in Burgstaaken (Fehmarn) where she is handled efficiently and where we feel confident that she is stored securely during the winter months. We carry out most of the regular maintenance ourselves but there are local tradesmen who can be called upon if required. The yard only handles the craneage for the boats but Weilandts do own

a well stocked chandlery on site when spare parts etc are required. With the current exchange rate GBP to the euro yard fees for the full winter package are quite reasonable for pensioners such as ourselves.

Our season generally runs from mid-May to mid-September which allows us some maintenance time as both ends before returning to the UK to pursue our other interests

We are also members of the Cruising Association in London who support sailors worldwide and Baltic sailors in particular are offered huge support from their Baltic Section.

This year a rally/cruise in company has been organised from Ystad to Kalmar in Sweden – dates are 12-22 June 2016 – and of course anybody joining that rally would have to be a member of the Cruising Association. We understand that there is a 50% discount on offer for membership for the first year.



There are currently just two Nauticat Baltic Section members - the Chairman Douglas Addison with Galatea of London and ourselves with Condor - both hoping to attend the rally in Ystad. Plans are afoot for Galatea of London and Condor to arrive in Ystad two days prior to the CA rally (10 June) and if any members of the Nauticat

Association happen to be in the area they would be most welcome to join Douglas and ourselves.

Some of the benefits of sailing in the Baltic are: no tides, semi-salt water and plentiful marinas at relatively low prices. The people we meet along the way are friendly and almost without exception within the sailing community speak English.

There is a lively music culture in the area ranging from classical to jazz - sea shanty choirs to rock – something for all musical tastes.

The Baltic Sea is truly a great sailing area enjoyed by many of our existing fellow sailors from the UK and beyond - and who form a lively community in the summer season. It is unlikely that Condor will be returning to the UK anytime soon!

*Mike Scott (Baltic Secretary)*



## A Visit to Corfe Castle

We have now held our AGM at the Sandbanks Hotel for two years running, and a third is expected in 2017. If you haven't Visited Corfe Castle and the village of Corfe before, it is well worth taking the opportunity to visit during the morning of our AGM or on another day.

Stephanie and I hadn't seen the castle or village before and just wondered whether it was worth the effort, particularly as it is a 'ruin' and not a complete castle. It is however regarded as one of the best 'ancient monuments' in this part of the world.



The Dorset country side is worth driving through in any case' and many of the land areas including this castle are owned and managed by the National Trust. It is not cheap to get in (*about £8 per adult + parking*) but of course free if you are a member!

It is best to turn left on to the Sandbanks road as you exit the hotel and drive down to the chain ferry and cross the entrance of Poole harbour (*£3.80 per car payable at a booth on the west side of the entrance*). Take either the 'scenic' route to Corfe (*about a further half hour*) or aim for Corfe village itself first. Parking for the Castle is on the opposite side of the village (NW) and of the road which passes the castle. There is a nice 'snack' restaurant and loos building on the same side as the parking and you cross on foot and circle the castle until you reach the entrance from the village. You can of course find a parking space in the village which means less of a trek on foot!



The Castle itself was originally built during William the conquerors reign in the 11<sup>th</sup> century using stone rather than earth & timber as was more usual during the early medieval years. Subsequent additions were made during the 12<sup>th</sup> and 13<sup>th</sup> centuries.

Sir John Banks, Attorney General to Charles 1, acquired the castle in 1635 and with his wife Mary held the castle on behalf of the King during the civil war. Unfortunately as a result of a betrayal it fell to the parliamentarians in 1645 and under Parliaments orders was demolished in March of that year.

The approach to the castle is from the village which crosses over a short viaduct to the main gatehouse and thus to the west baily and the castle. It is in an inspired position as it sits on a steep hill and thus there are some good views of the surrounding country side and the village, however ideally one does need a clear day for the visit. At various points within the castle are explanations of the life style at the time. It is a grade 1 listed building and scheduled ancient monument.

The village itself is also worth a visit - there are a number of restaurants and local pubs, a national trust café next to the entrance and a church which is largely 19<sup>th</sup> century attached to a 13<sup>th</sup> century tower. There is also a railway station and is thus one of the stopping points on the line to Swanage



Whilst we were visiting Corfe on the Sunday the steam trains appeared to be operating. The town of Swanage is also worth a visit but if you are visiting the castle and Corfe village you probably need a day to do both ! If you do go, enjoy your visit !

*Clive and Stephanie Cole*

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## **General and Cruising Secretary**

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)

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

## **Cruising Matters**

Social Secretaries are sought for the Celtic and East Coast Regions

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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# Technical Report

Spring definitely in the air, the boat yard yesterday, was full of activity, the yard staff were busy putting boats in the water in time for Easter and folk cleaning, antifouling and the numerous other jobs required. As I write this report we have less than two weeks to Jennyanydots being launched, and once in the water we will only have a few days available to get ready to set off up to the Solent for the Bembridge gathering on the 14 May. That's the trouble in taking the boat out of the water for the winter, you take things apart, empty lockers, take equipment home to service and refurbish, it takes so long to get everything back in its right place and working.

## Jennyanydots

The winter plan as well as carrying out a list of maintenance tasks and some refurbishment was to tackle two additional jobs, to service the wind generator and to fit an additional bow roller.

The wind generator had failed during last season when one of the brushes disintegrated, which I managed to replace but the slip rings needed cleaning which was not possible with the generator in position. So the generator had to be lowered, not easy, as when it was fitted the mast was down and the pole could be lowered to cockpit level to fit the generator, but with the back stay in the way we could only lower it half the way, but at least it allowed access to the slip rings to clean them.

The bow roller was fitted with relative ease, other than trying to reach inside the anchor locker to fit the backing plate and tighten up the nuts.

Over the winter I have also carried out research into replacing the Autohelm ST50 radar, which has been showing signs of age, complete failure for awhile then working and the display is losing its brightness and a few raster lines have died. The other instruments and autopilot are Raymarine, so it seems obvious to look at fitting a Raymarine radar and a Multi Function Display (MFD), this raises the problems of connecting the new Sea Talk ng to the old Sea Talk network along with inputting and outputting a NMEA 0183 signal for the VHF and AIS. Work or in reality research continues with no ideal solution coming together yet which provided the best option which does not require disposal of some existing NASA AIS and lap top chart software.

## Queries Received and Information Provided

### Window Fittings

There has been an increase in queries trying to locate spares for the NC Bjerg windows and hatches, one member had success buying a crown assembly (pt no. 104440) from the Hallberg Rassey association web site.

## Nauticat 43 Major Refit

The following information comes from a member who has been carrying some serious refurbishment.

I have a 1984 Nauticat 43 hull number 10, these are pretty rare in the UK and most members have the smaller 33s, however I am coming to the end of a major refit of my boat and have learnt a lot along the way and would be happy to share with any member who is thinking of something similar.

I have done some of the work myself but much has been done by two chaps who have been working for me under my direction, and I have selected all the equipment and coordinated all the work, which has been carried out in the large shed at Port Solent.

The issue that precipitated this project was that the water tank on top of the keel had rusted out and this turned out to be because the keel was leaking and rusted the tank from the outside in. Therefore the keel had to come off to be resealed, 8 tonnes of lead with 16 keel bolts.



So in summary:

- Remove the saloon roof, water tanks, and engine, internal bulkheads inc mast support and baffles and drop the keel, grind back, refit keel, fibreglass bulkheads back in - massive project
- Removal the totally useless coppercoat, re-epoxy hull and back to antifoul.
- Replace engine with zero timed Ford 2722, rebuild Borg Warner gearbox, new prop shaft coupling - surprisingly expensive and fiddly
- New Tektank water tanks (4 to replace 2) - excellent
- New TekTank fuel tanks (4 to replace 2) - these were also badly corroded and shortly to fail, limited by size that will go through the saloon roof.
- New generator (6kw Paguro) - easy to maintain

- Air conditioning throughout - a luxury
- Dessalator watermaker - AC and DC
- New 100amp Cristec battery charger to bring total charging capacity to 160amps - get the genny earning it's keep
- 3 x 210amp Rolls AGM batteries for domestics - expensive
- New Furuno navigation system and radar - had enough of mucking about with PCs.
- New HyDrive hydraulic steering system (2 turns lock to lock with feedback) to replace hopeless Capilano system (3.5 turns lock to lock, no feedback) - very hard to hand steer the boat in a following or quartering sea.
- Simard Autopilot, Digital Yacht AIS
- New Frigoboat keel cooled fridge - quieter, small - lets hope it works well in the med etc.
- Lots of mast work including electrics.

I have lots of pictures and all invoices etc and would be happy to share anything with any member who is interested or contemplating things. Veli at Nauticat in Finland was very helpful with diagrams and suggestions although some of the diagrams that are supposed to be for my hull (number 10) turned out to be wrong so I suspect a little bit of "beefing things up as you go along" went on!

*Anyone interested in contacting this member let me know, Alan*

## **Fuel Tanks**

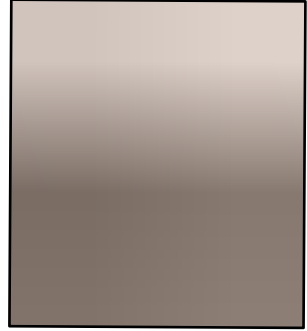
*Some information from one of our French members.*

I have just read my favourite article in the winter 2015 issue of Cat-a- Log, and I have found more information about tank replaced on a NC33 at this web site: <http://www.plaisance-pratique.com/remplacer-les-reservoirs-gasoil-d> of course it is written in French though picture are Esperanto, I hope it may help anyone looking at tank replacement.

## **Nauticat 33 Furling Lines**

Here are some pictures of the arrangement I have made for furling lines to be led back aft. Triple block alone a la Nauticat was £460 at Southampton Boat Show, this lot was about £150 all in. Stainless steel bracket was made from an off cut, drilled, bent and rounded off.

Quite pleased with the result! Lines lead aft to cam cleats, a triple deck organiser and a small winch.



## **Nauticat Wiper Blades**

There has been several queries on wiper blades, springs and arms, the wiper blades on most Nauticats are the straight flat type with the rubber slid into a groove. A small nut and bolt connect a short pivoting stainless steel bracket to a further bolt on to which the wiper arm is secured with a nut.

*This problem of where to get replacement wiper blades applies to most Nauticats. They are made for American Trucks (flat front windscreens) and there are several outlets in the USA, Ryder, Woodys Auto and Rockauto. The details for the 15 inch blade are: ANCO Heavy Duty flat blade part number 51-15, the arm is stainless steel part number 44-01. (There is a TRICO equivalent which has a part number of 61-150, but never found a supplier).*

*All the USA auto suppliers charge a lot for shipping to UK plus tax, 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 or as described below a different approach.*

In the past I have tried to find replacement springs for a wiper arm, I played around with various springs but never found a satisfactory result. I thought would try and get a new arm but trying to find one of an appropriate size, with splines, proved impossible, car dealers, scrap yards etc all no go. I finally found a solution via Vitesse Marine in Fareham - 01329 232360. Their version is not splined but has a grub screw which bites into the spline. They assured me that they had never had any bad reports and have sold many such arms. They also proved the appropriate blades. I have fitted one and, while not trying it for real, seem very solid.

Not cheap, but you have to see where you are going!

## **Nauticat 33 Sliding Roof**

Following a query from a member on the NA 33 sliding roof, which I had no information or knowledge about, on how to replace the rollers, a general

query to members via the associations e-news brought in a good range of information.

It appeared from the responses (copied below) that there are different designs of the sliding hatch, wheels and no wheels, I will talk to Nauticat and will pass on any information that I get.

*1. I have a Nautical MkII 1981. There are no wheels on my sliding roof. With the latches undone, you lift the forward end of the roof and slide it backwards. The front vertical of the sliding roof slides back and locates in a groove in the runners. I lubricate the roof with wax as you would a wooden drawer.*

*2. In response to the member with the sliding roof problem, I have just completed a serious major refit (27k) on my 33 MK 11 and there are no wheels on the sliding mechanism unless of course he has had some customisation done. I am more than happy to discuss this or any other refit issues with him or indeed any other member regarding a major refit.*

*3. We removed ours to renovate it. One tip relates to the problem of getting it out of the runners with the mizzen mast stepped. We simply routed a groove on a curve from the existing horizontal guide into the vertical. Thus we were able to pull the hatch all the way back on its runners and then guide the wheels up the vertical groove. Rather like a set of points on a train track*

*4. I have a 1978 NC33 - hull number 570.*

*From memory, the roller is flat plate screwed to the side of the roof with a metal stub at right angles that has a nylon rotating bush - not a very good description I'm afraid. My son is a toolmaker and I'll ask him if he has a better technical description when he visits over Christmas.*

*Unfortunately, the boat is in Ardrossan Scotland and I live in Blackpool. I will be visiting in the first two weeks of the New Year and can take photographs if you still need the information then. Funnily enough, I have one of the rollers that needs replacing due to the nylon breaking up. I have managed temporarily by wrapping insulation tape round the stub to the same depth but a permanent solution is needed.*

*5. I may help but not for the moment as Naila is under her wintering tarpaulin.*

*I had the sliding wheelhouse hatch removed (very easy on Naila, I can provide pictures) and the 4 screws for each of the four roller re-bedded as they loosen with age and the hatch rubbed on the roof.. I'll be able to provide dimensions and picture of the roller, if needed, but not before April.*

*6. I own a 1978 nc 33 mk11 in regards to the sliding hatch on the nc33 there are no wheels, it relies on a elongated slot which locates on the two rails*

*with a wooden stop each end which when removed allows the hatch too be slid off, I hope the information is of some use too the member.*

The reply from Nauticat was;

Attached you will find a picture showing the wheel for the sliding hatch.

Price for this wheel is EUR 40,- / pc free at Riihikoski, excl. VA

### **Nauticat 33 Sliding Door**

Do you or any of your contacts know how to remove the door between the Saloon and the hanging locker on a Mk1 N33?

I spoke to Veli at Siltala Yachts and he said that they were all too young there and weren't around in 1973 when Nautijien was built, he did come up with a few suggestions but nothing definite.

He said that there were rollers under the sliding door and I think mine have died as it is very difficult to slide back and forth.

Any ideas on this problem would be most welcome as I need to remove the door.

*The best information we could find was from a member with a similar aged boat, which was a N33 1973 with wooden topsides, sliding door, as far as I can tell, slides wood on wood into the bulkhead and there is no way to remove it without a major dismantling job.*

Subsequently a nauticat came back with; *The wall in the W.C. has to be removed.*

### **Nauticat 33 Fuel Consumption**

Have you any idea what sort of fuel consumption I can expect from Nautijien now that the new fuel tanks have been fitted? Nautijien has a Perkins 4.236 motor and is a Mk1 33.(1973)

*My Nauticat 33 ZARZUELA (built 1973) has a Perkins 6534 115bhp engine. I use around 1.5 gallons per hour.*

### **Nauticat NECO Autopilot**

A member was looking for help with the NECO autopilot.

*I investigated the support of NECO autopilots a few years ago, which was not very encouraging, but the information is below, it may be a bit out of date.*

*It looks like Derek Coventry (ex NECO employee who has test gear and some parts) was still active in 2011, and I have found two e-mail addresses for him: [derek.g.coventry@talk21.com](mailto:derek.g.coventry@talk21.com) and [derek207@btinternet.co](mailto:derek207@btinternet.co) also a phone number which could be well out of date of 0705 379687.*



*There is another person who appears to be fairly knowledgeable that is Daniele Fua, e-mail [daniele.fua@uniroma1.it](mailto:daniele.fua@uniroma1.it)*

*More recently there appears to be an organisation who specialises in NECO Auto pilot maintenance in Copenhagen, only info I have is via facebook, search for "NECO Autopilot Maintenance", I have asked them for contact details.*

### **Stainless Corrosion**

A member nearly suffered a drive failure on a Max Power CT60 due to corrosion, see separate article on the subject.



Wish you all a good season sailing.

Alan Warrell

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### **Stainless doesn't rust or does it?**



We all take our stainless steel fittings for granted, after all stainless doesn't rust or does it? Stainless steel, as you probably know, was 'discovered' like all great things in the world in Great Britain by Harry Brearly. Keel bolts, for example when buried in timber are in a non-oxygenated environment and thus the corrosion resistance can be adversely affected likewise the fastenings used to bolt a pintle or gudgeon to a wooden rudder.



## Now to get a bit more technical:

Crevice corrosion is a localised form of attack which is initiated by the extremely low availability of oxygen in a crevice. It is only likely to be a problem in stagnant solutions where a build-up of chlorides can occur. The severity of crevice corrosion is very dependent on the geometry of the crevice; the narrower (around 25 micro-metres) and deeper the crevice, the more severe the corrosion. Crevices typically occur between nuts and washers or around the thread of a screw or the shank of a bolt. Is this the reason the anchor swivel failed?



Crevices can also occur in welds which fail to penetrate and under deposits on the steel surface.

Now here's an interesting one, self assembly rigging terminals from manufacturers such as Sta-Lok or Petersens. At Sta-Lok they used to write (nowadays its personal preference) that for 'interior waterproofing, you should

unscrew the two parts and insert a blob of silicon rubber about the size of a grape on the former inside the bottom of the end fitting before assembling, Petersens don't believe in filling the fitting with silicon, they recommend regular flushing with fresh water.

Our recommendation is that at this time of year, go over all your stainless steel shackles, swivels, rigging screws etc with a fine tooth comb and check their integrity, if the mast is down likewise all mast fittings. If the mast is still up and assuming the wind abates before it gets too cold up you go in a bosuns chair and check out all the stainless fittings.

### Protect your threads

In a recent blog, the headline I used was 'Stainless Doesn't Rust or does it' I then went on to talk in the article about crevice corrosion, and I also stated that crevices can form under welds, **WRONG\*** (but more about that later!)



Galling is the term used when two surfaces in contact seize up as a result of cold welding. The problem (also known as adhesive wear) is most common in materials such as stainless steel and we in the marine trade come across it occasionally where you have stainless rigging screw body\*\* and a stainless stud or fork. To help prevent galling make sure that the two surfaces are clean and free from any contamination, do NOT use a mild steel brush to help you clean the threads; consider the Shurhold Detailing Brush which

has stainless steel bristles and a squirt of WD40. My recommendation after cleaning is to use a lubricant such as Lanocote or Selden Rigging screw oil to lubricate the threads.

*\*\* most good turnbuckles these days either have a chrome plated phosphor bronze body, or if the body is stainless there is a bronze threaded insert both ends which prevents galling however, threads should still be clean before adjusting.*

Incidentally when mooching round our local boatyard a couple of years ago I came across these very simple homemade covers (made from old bits of hose pipe) for protecting the threads and help keep them clean.



Some skippers of course leave their mast up when lifting out, me, I prefer my mast to be down and then you get the chance to check everything out, rigging, nav lights, mast head equipment etc and of course all the fastenings used to hold the fittings in place.

As a consequence of last week's article I did get a response from an 'avid reader', a retired metallurgist, who wrote and I quote "Your summary of the significant subject of crevice corrosion is fine - that is it is caused by a lack of oxygen in the crevice leading to a breakdown of the oxide film (chromium oxide) that gives stainless steel its corrosion resistant properties (see below image showing the results of crevice corrosion).

\* However you also mention corrosion associated with welds. This is commonly known as weld decay and is brought about by the heat of the welding process causing the chromium present in stainless steel to combine with any carbon present to form chromium carbide - thus depleting the steel in the vicinity of the weld of its essential chromium. (Lose the chromium and you say goodbye to any corrosion resistance).



This problem can be overcome, at a cost, by adding titanium to the alloy. Titanium has a greater affinity for carbon than does chromium, hence mopping up the carbon to form titanium carbide and thereby leaving the chromium behind to do its corrosion resisting job".

Thanks' to Peter Baylis for putting me right

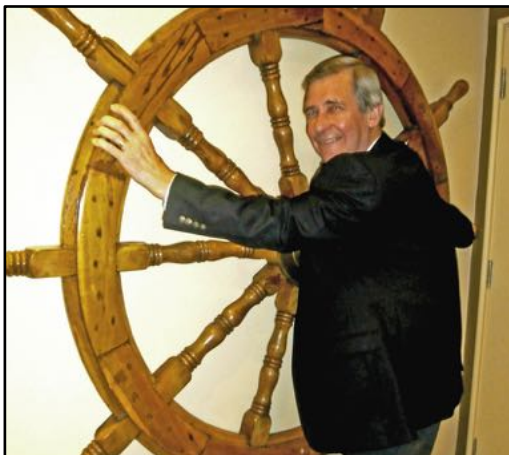
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### Editor's Note

I couldn't let our Technical Secretary's extensive articles go without comment and a few pictures:



Maybe a new Head Office  
for our Technical Sec.



Some people always want a bigger one!

No, he hasn't fallen over  
in a storm. Alan is just  
trying to tighten a nut  
inside the anchor locker.



Deadline for next issue - 1st August 2016  
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or to:  
44 Hill Avenue, Hazlemere,  
Bucks HP15 7JU.  
Photographs, including digital, very welcome.



## Rail Travel Down Under

In this massive country of Australia, long distance rail travel has progressively diminished over the years, to the extent that today, it is virtually none existent for rail journeys of over 400-500 miles or so. The reason for this demise, you will not be surprised to know, has been the universal introduction of jet aircraft throughout the Australian continent.

However, realising the business opportunities that this situation presented, back in 1997, a group of farsighted businessman, established Great South Rail with the aim of rekindling long distance passenger rail travel. Today this company operates three services namely, The Indian Pacific, The Ghan & The Overland, operating respectively between Sydney to Perth, Darwin to Adelaide & Adelaide to Melbourne.

These three rail services, which are primarily aimed at tourist travellers, only operate a weekly, return service, to each destinations, during the off peak season, this being increased to a twice weekly service during the peak season.

The Australian railway infrastructure has always been blighted by the fact that, in the early years of railway construction, each state had its own ideas on the most suitable rail gauge to adopt within their state. As a result, the seven Australian states operate either one of three rail gauges.

For example, a train journey from Brisbane Queensland, to Melbourne Victoria could involve three train changes as you progressed from state to state i.e. Queensland has a rail gauge of 3ft 6in, Victoria 5ft 3in, and to complicate the issue, the state of New South Wales, (through which you need travel, in order to reach Melbourne) has a rail gauge of 4ft 8½in!

The federal Government of Australia realised that this rail gauge issue was having a significant detrimental impact upon the economic growth of the country at large. As a result the government finally decided in the early 1970's to embark upon a degree of rail gauge rationalisation throughout the states. This rationalisation was particularly focussed on the rail routes within South Australia and West Australia, in order that trains would be able to traverse the continent from Sydney in the east to Perth in the west, by the adoption of a common rail gauge of 4ft 8½in.

Prior to this rail gauge rationalisation, there had always been a particular problem with the cheaply laid 3ft 6in gauge Port Augusta to Darwin line. This north to south railway, passing through Alice Springs was 1,880 miles in length and transited the very centre of Australia. This railway was notorious for the poor time keeping of its trains, due to a variety of reasons, such as flooding, termite infestation & the resultant damage of the wooden rail sleepers etc. etc.

There was one story of a train running days late up to Darwin; during which time the conductor tried to explain to the exasperated passengers the reasons for this lengthy delay. One of the female passengers demanded to know what time the train would arrive in Darwin as she was expecting a baby quite soon: the conductor replied ‘Madam, you should never have joined this train when you were expecting a baby!’ ‘Listen mate’, she angrily retorted ‘When I first joined this b\*\*\*\*y train I wasn’t even pregnant!’

During the past few decades there has been significant improvement in the Darwin rail line, including a rail gauge change to 4ft 8½in. This was primarily financed by several Asian governments who have now benefited from having shortened the delivery route for imported goods into Australia. Along with a general upgrade of this rail route, Darwin harbour has seen a significant enlargement, enabling sizeable container vessels to now use the port. To accommodate the increase in container traffic this single track railway has now had several additional passing loops added throughout its length.

Before moving on, it is worth mentioning that the total length of the Darwin line, including the southern section from Port Augusta to Adelaide, a total distance of 1,880 miles, is now controlled from one traffic control centre, (previously called signal boxes) located in Adelaide. This is achieved by the use of solar powered signalling & every loco has now been equipped with radio control, which enables the train drivers to communicate directly with the Adelaide traffic control centre.

As part of our Australian visit this year, we had arranged to spend some time with our long standing Sydney friends, Valda & John. During this time in Sydney we planned to travel across to Adelaide by rail, a distance of nearly 1,000 miles. Then spend some days exploring the Murray River in South Australia before flying back to Sydney just prior to the Easter holidays.

For the first part of this 6 day round trip we travelled to Adelaide on the Indian Pacific train, which operates once a week during March: travelling the 2,720 miles across Australia from Sydney to Perth takes 3 days, including stops in Broken Hill, Adelaide & Kalgoolie.

It could be said one train is like any other, apart from the rail gauge, there the similarity ends. We have nothing to compare with this train experience anywhere within the UK. For example the train is nearly half a mile long which includes 30 carriages plus two giant DL class diesel electric locomotives, each developing 4,000 horsepower produced via their 16 cylinder 2 stroke EMD engines.

Accommodation on the Indian Pacific trains is offered in 3 classes: Red, Gold & Platinum. The Red Class option provides the traveller with day/

night reclining seating, while the Gold/ Platinum classes offers the traveller a private cabin plus en suite facilities with each cabin.( additionally Platinum class cabins are fitted with double beds) Also with these two classes, the traveller has access to the dining car plus the complementary club car with an open all hours bar.

The sister train, The Ghan, operates a weekly service to and from Adelaide & Darwin, with stops in Alice Springs & Katherine, a total rail distance of 1,880 miles.

Today was the day (Wednesday 16<sup>th</sup> March) when our latest travel adventure was scheduled to commence. With bags packed, Valda, Annabelle & myself piled into John's auto for the journey to Sydney Central Station. During the journey into town we couldn't help but notice the traffic chaos around most of the city streets. This was a result of the City deciding to reinstate the Sydney tram network, which had previously been progressively shut down in 1959-1961.

It was during this car ride into the city, that I had a bizarre thought 'What if the city tram authority decided to reposes the Sydney Opera house in in order to construct another tram depot?' (The Opera House was constructed on land previously occupied by Sydney Tram depot)



We arrived at the station at around 14.30, in time for the 15.00

departure of the Indian Pacific. From the departure board we observed that the train was occupying two platforms ,

presumably due to its enormous length. Having had our tickets checked we were directed to platform 2, where our coach G was standing We found our respective berths, did a quick settle in, then strolled on to the platform again in order to check out our two giant diesel electric 4,000HP class DL locomotives that were impatiently waiting to propel us the 970 miles to Adelaide.

Promptly at 15.00, our hotel on wheels started to slowly move out of platform, for several hundred yards, before gingerly reversing again in order to collect the other half of the train. In Just 55 miles we were about to address,



what was an almost insurmountable problem for the early railway pioneers i.e. how to cross the Blue Mountains!

Shortly we were rolling our way through the Sydney suburbs, firstly Redfern, then Eveleigh where some 55 years ago, during my first voyage to Sydney I visited the massive steam loco repair workshops.

Surprisingly enough the building is still basically intact, for example the rail traverser, previously used to move the partially repaired locos around the workshops.

The three of us then strolled along to the club coach to sample a spot of Great Southern Rail hospitality! We weren't the first Gold class passengers to have had the idea, as nearly all the seats were occupied in the coach. I ordered a Hendricks gin & tonic from the barman, while my two female companions selected glasses of Australian wine. Then the three of us managed to locate some suitable seats. Shortly, the hospitality manager asked us which sitting we would require for dinner, also which Broken Hill tour we wish to join the following morning: would it be a tour of the art galleries, or a sightseeing tour of the town? (These options would involve detraining at about 06.30 in the morning!)

At Strathfield, we swung west, breaking away from the northern route main line. Then onto the western outer suburbs of Parramatta, Blacktown until we crossed the Nepean river, Penrith & Emu Plains. We were now nearing the foothills of the Blue Mountains.

It wasn't until 1869 that the early railway pioneers partially resolved the problem of building a railway through a virtual 1,600 feet high granite wall. To achieve this they settled on the idea of constructing a zig zag rail line, which enabled trains climb up a fairly steep incline, be it at a slow and sometimes dangerous & very labour intensive manner. This lasted until 1910 when the zig zag line was closed in favour of a ten tunnels diversion & far more practical, a reduction of the ruling incline to a 1:42 grade, which is, by railway standards, still a challenge!

As it happened, the Lithgow zig zag diversion was reopened in 1975 again, this time as a heritage line & tourist attraction, only to be shut down again

in 2012 for health & safety reasons.

As our train progressed further into the foothills of the Blue Mountains we passed Blaxland then Springwood: the response of the steepening grade could clearly be heard by the deepening growl of the combined 8,000 horse power of our two giant locos. This noise is akin to what I imagine was the sound that somebody's mother in law would make in protest at having just discovered she had burnt the cakes, destined for the Vicar, who was about to appear for tea!

The ever deepening of the growl emanating from the two locos, prompted me to have a second bizarre thought of the day! 'What would happen if the train didn't make it to the top of the 1:42 grade?' Could I, for example, persuade my two female travel companions to get off and push? Could you just image it: 8,000 tired, puffing & panting horses pulling at the front, with Valda & Annabelle pushing from the rear! (I was, by the way, nowhere to be seen in this bizarre scenario: after all, I was getting along fine with my oversized gin & tonic, in the club car!)

As the train slowly glided by Katoomba Station, I was promptly pulled back into reality: Yes! We had made it onto the escarpment of the Blue Mountains! We had successfully climbed the  $\frac{3}{4}$  mile height rise since leaving Central station in just a mere 55 miles.



One of the Dining car waiters then commenced serving canapes, in preparation for announcing the second sitting for dinner. Then a quick recharge of our glasses before we were ushered into one of the two 'Queen Adelaide' dining cars for our four course dinner.

As we made our way back to our cabins the daylight was beginning to fade & I was beginning to be overcome with tiredness, on what was, a very exciting & interesting day.

As the darkness descended onto the Indian Pacific train we passed Lithgow & the country towns of Bathurst, Orange, & Parkes. This latter town is 182 miles distant from Sydney & where the line continues in a Westerly direction enabling the train to commence its long gallop for the next 400 miles through the arid plains & sparsely populated Australian outback. Menindee (population 980) is passed by, some hours later. This small outback town situated on the North to South flowing Darling River, and is



68 miles before we reached our first scheduled stop at Broken Hill.

At 06.25 an announcement over the train's tannoy system indicated our arrival in Broken Hill (population 19,100) and that our tour buses awaited us opposite coach P. So we walked along the train & joined our respective tour buses just as the sun rose from the East.

It soon became apparent to us, as we commenced our coach tour around Broken Hill that this mining city was laid out on the classic grid system. All the street names were mining related: such as Gypsum, Cobalt, Radium, Chloride, Uranium, Oxide and Bromide etc. All the miners houses, were tiny & constructed in wood & the town gave a very good likeness to the 'Wild West' (not of the United States, but of New South Wales, Australia's Wild West). We arrived just a few days prior to St Patricks Day, so I'm fairly sure that the coming weekend would be 'Very lively' in terms of pub brawls etc!

The shortage of water has always been an issue with the mining town, & so in the 1950's a 24-inch pipeline was laid from Menindee to bring water the 68 miles to Broken Hill from the Darling River. Unfortunately this river is now running dry, as the upper reaches in Queensland haven't had any noticeable rainfall since 2011! Consequently the Broken Hill reverse osmosis water processing plant, is currently experiencing some difficulties in supplying the town with an acceptable quality of drinking water.

The tour buses then took us to the miners' memorial, which is constructed on top of mine tailings, overlooking the city. Since the town was founded in 1883, during the 133 years to date over 840 miners have lost their lives underground, including a boy of 12 years old who was asphyxiated in a dynamite explosion.

Amongst the heaps of mine rubble surrounding the memorial is a mound of several thousand tons of silver tailings that are being retained, just in case someone develops a viable process to extract further silver from this heap.

The 'BH' in the world's largest mining company, BHP Billiton, refers to 'Broken Hill' and its early operations in the city. It has often been referred to as 'The Silver City' & 'Oasis of the West' due to its massive Silver-Lead-Zinc mineral deposits, now largely depleted. This outback city is situated in the far West of New South Wales, close to the border with South Australia. The closest major city is Adelaide, 310 miles to the southwest.

Following the short tour, we returned to the train, when by this time the two Diesel locos had been refuelled & were now ready to proceed on our journey west. As for the passengers, having just returned to the train, we were in need of some sustenance, which was gratefully supplied via the 'Queen Adelaide' dining car.

At precisely 08.25 the Indian Pacific slowly moved out of Broken Hill while we started to demolish our cooked breakfast. The rail sidings contained many rail wagons waiting loading with unrefined mine ore. We passed two loaded ore trains, waiting to pull out onto the single track mainline behind us, presumably destined for Port Pirie ore smelters some 420-rail miles distant, on the Spencer Gulf.

As we ambled along, firstly in a general westerly direction, we sighted several kangaroos & water buffalo. Also traces of the 3ft 6in narrow gauge rail line that used to carry the ore down to Port Pirie prior to the 1970's when the standard rail gauge was first laid down to Adelaide.

After travelling a further 176 miles from Broken Hill we passed the town of Peterborough (population 1,700), & once renowned small town, for being served by three different rail gauges! This was truly a 'Railway town' as the abandoned maze of narrow gauge rail sidings will testify. Also still intact is the large Round house, complete with obsolete steam & diesel locos, still waiting to be lovingly restored! (I have a premonition that this town will again be revisited by yours truly!)

As the train progressed further south towards Adelaide we noticed a change in the landscape consistent with an increasing rainfall. The scrubland was now being replaced by grassland. In a short time, there were traces of freshly harvested wheat fields, which heralded us now entering the 'Bread Basket of Australia.' The massive size of the field after field of freshly harvested wheat were truly amazing!

At around midday we were again given an excellent meal, shortly afterwards, an announcement was made over the train's tannoy, advising those passengers who had booked a Barossa Valley wine tour, to move to coach P in preparation for transferring to the tour bus. These passengers would then re-join the train in Adelaide, during its near 6 hours station

stopover in the capital city of South Australia.



As we started to enter the outer suburbs of Adelaide we began to notice the short 2 to 3 coach diesel, broad gauge, rail cars bustling about their daily business. Very sedately, we drew closer to our destination which was the purpose built Parklands Railway Station (Adelaide's main terminus station is too short to accommodate the GSR trains.)

At precisely 15.15, our journey on the Indian Pacific came to a close after just 24 hours 15 minutes and having travelled 970 miles, through the breadth & depth of two Australian states, The 8,000 horses now had a well earned rest in Adelaide, the headquarters of GSR, before continuing with their onward gallop, at 21.00, across the Nullarbor Desert to the gold mining town of Kalgoorlie. Then onwards to Perth, Western Australia, a 1,700 mile journey from Adelaide which they would reach at 14.15 on Saturday afternoon.

I would highly recommend this GSR mode of rail travel to any travellers contemplating a visit to Australia, primarily due to the fact, that it will reach other parts of the country not normally reached by overseas tourists.

NB: On reflection, I'm glad we reached Katoomba station when we did! It prevented me shouting my mouth off to my two feisty Australian female travel companions, regarding my bizarre suggestion of them giving the horses a helping hand over the Blue Mountains!

I would never have lived that one down!!

*Rod Cotton*

*April 2016*

# 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.

---

## 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

---

## Nauticat Association Burgees

I now have taken delivery of new robust 230 gsm double sided logo, roped and toggled burgees (£27 + p&p).

Members wanting one please email me the delivery address to which you wish to have your Burgee sent, or that you will collect at the AGM.

An Invoice will be included in the package for paying by BACS, **cheque or**, if from overseas, Paypal.

John Claisse

General Secretary

## 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

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Full Survey May 2012 available

**A bargain at £27,500**

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Tel: 01508 558446 Mob: 07858418762 / 07762265754

## 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

# True Companion

Re-built 1976 Nauticat Motor Sailor.

Spacious, comfortable and reliable. The boat was extensively refitted in 2011 & 2012 and carefully maintained during the following three years.



## Specification

### Engine:

- Rebuilt Ford 80hp 6 cyl engine (2011)
- New: engine feet, driveshaft, water pump, prop shaft, rope cutter, dual filters, fuel pipes.
- Repacked stern gland (2015)
- All hoses have been upgraded and replaced (2013/2015)
- New fuel tanks

### Construction:

- Fiberglass hull, varnished toe rail and hand rails, new window seals
- Rebuilt wheelhouse inside and out (2012)
- Remounted windows (2012)
- Rebuilt hatches (2012)
- Exterior stripped and repainted (2013)
- Hull antifouled and repainted (2015)

### Accommodation

- Interior refurbishment
- New Faversham solid fuel fireplace with safety compliant exhaust and chimney installed (2012)
- New slip resistant flooring laid throughout (2012)
- New headlining throughout (2012)
- New halogen lighting throughout (2012)
- New fire resistant cushions, fabrics, throughou (2012)
- New mattresses in both cabins (2012)
- New wall lining throughout: replaced old with cork for insulation and aesthetic (2012)
- Owner's cabin double mattress fitted with custom moisture resistant removable lining (2012)
- Teak panels stripped and re-varnished, damaged panels replaced with teak ply (2011)
- Rebuilt nav station (2011)

### Heads

- Refurbished toilet, new pipes and new black water tank installed (2012)
- New bathroom sink and custom fit shower door (2011)

### Dining/galley

- New: 2 hobs and grill stove, refrigerator, countertops fitted (2012)

- New: gas lines, solenoid controls at gas bottle, gas alarms fitted (2011)
- Cupboards rebuilt to increase beneath-counter storage (2012)
- New water pump, calorifier, water tanks and black water tank
- Equipment
- Electrical Completely new electrical system, including: heavy duty dual belt alternator, household and engine batteries, breaker relays, instrumentation cable (2012)
- There is no component of the electrical system that predates 2011.
- Water system
- New: pressurized water system, hoses, calorifer, 2 tank , pump

### Sails and Spars

- Rigging
- Standard rigging replaced (2010)
- Custom made, removable bow sprit added (2012)
- Reinforced compression posts (2012)
- Rewired masts (2013)
- New Flying Jib (2013); other sails serviceable

### Navigation Equipment

- New compass, Clipper depth sounder, log and wind gauges.
- Older Garmin plotter. PC navigation - software included in sale.
- Safety Equipment

### Ground tackle

- New 50 meter chain and Rocna anchor complements existing 2 anchors and chain
- Reinforced, stainless steel windlass mounts added 2012
- Reinforced bow and stern Samson posts
- 4 person Seago liferaft (Serviced December 2015)
- Inflatable dinghy
- Torqueedo electric outboard motor and charger.

Jack Verkruyse

Tel: 07552931108

Mobile : 07552931108

**Price is: £45,000**

# 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

Hello Robin

Many thanks for all you did to make the Nauticat AGM Weekend so enjoyable. The Sandbanks Hotel is a lovely venue, so really pleased to be returning there.

It was lovely to have the entertainment by the Sea Cadets before dinner - so thanks to you and Rod for arranging that too.

Looking forward to seeing you again.

All the best

Theresa and Alan Warrell

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Robin

We have returned from our holiday in Jamaica, lovely and warm, and I wanted to say somewhat belatedly thank you for organizing the AGM weekend. We both enjoyed it. Well done.

Best wishes John & Ann Skidmore

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Hello John and Robin

It was great to see everyone last weekend and we thoroughly enjoyed the dinner and entertainment!

Best wishes

Jacky

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Hi Robin,

What a terrific weekend!

Have heard from Kyri that the Sea Cadets are absolutely delighted with our £300 "tip" & that we will be mentioned in their despatches, as a result!

Annabelle & Rod.

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## Future Events

**South Coast Rally**  
**Saturday 14th May to Wednesday 18th May 2016**  
**Bembridge, Lymington and The Folly**

**Laying up Lunch**  
**29th October 2016**  
**Crouchers Country Hotel, Chichester**

## Picture Gallery



*John & Jean Crump's beautiful Nauticat 33, Tackelway. John & Jean have since sold Tackelway and now have a more modern 331.*