

# **CAT - A - LOG**

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



*Santa getting a little help with his deliveries.*



Nauticat Association Newsletter  
Issue Number 74  
Winter 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. 74 Xmas 2016

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## Chairman's Note

When the sun shines in the winter on the blue seas of Swanage bay, as viewed from my local Golf course, I wish Galatea was moored nearby. Today white horses role in from the East and there is a biting wind, so it is tough even playing golf. A recent drive down to the Torpoint Mosquito Sailing Club in torrential rain with flooding even on the A38, confirmed that Galatea was better off in a shed in Germany, regardless of Brexit.

This year's Laying up Luncheon was an enjoyable occasion to forget about the winter weather coming, and to recall our last summer cruises by yacht and paddle steamer.

On returning from the Baltic, I went out painting with my local Art group and one of the locations was Lulworth Cove. Some of you will have anchored there, but others might be tempted during the next Southern Section Cruise.

I look forward to meeting members at the AGM when Doina Cornell will return to give us another fascinating talk of her recent ocean passages and the North West Passage. Doina will undoubtedly entertain us and may wet our appetites for more adventurous sailing.

Photo of my water colour of Lulworth cove.



*Douglas Addison*

# Visiting Bembridge

I was recently asked by Sailing Today to write a short article about my experiences on visiting Bembridge; the article is reproduced below.

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I am a proud owner of a Nauticat 331 motor sailor which I bought new in 1998 and keep on the river Hamble. The Nauticat is, in my opinion, a perfect yacht for our climate with steering positions inside or out and a powerful 90hp engine for punching against the strong tides around our coast.

I have made trips to France, the West Country and have sailed around the south coast for the last thirty years but I love the Solent. I love the busyness and the hive of activity on a hot summer weekend. There are so many harbours to sail to without having to make a long passage and this has kept my wife Lyn a happy crew member - there is always a good restaurant to dine in at the end of the day.

The advantage of being based on the Hamble is there is always a choice: on a flood tide you head east on an ebb west, plenty of choices on where to go: Cowes, Bucklers Hard, Island Harbour, Yarmouth, Lymington, Poole, Weymouth to the west, Chichester, Portsmouth and of course Bembridge to the east, with the Solent harbours all within a couple of hours of our berth.

I have been sailing into Bembridge Harbour for over twenty years and it never disappoints.



My first trip was in a chartered Moody 346 and we approached with some trepidation – there was no need. The channel is clearly buoyed and the tide gauge just off St Helens Fort shows the depth in the channel at the shallowest point. Nowadays there is an accurate ‘Height of Tide’ on the Bembridge Harbour website for easy reference.

I have always tried to enter on a rising tide then, if you have slightly misjudged the depth, which I did on my first trip, you will be lifted off the sandy bottom very quickly. Following the red & green buoys is not a problem but do pay attention where it takes quite a sharp turn to starboard

after buoys 4 & 5 making sure you don't miss out buoys 6 & 7. You cannot see the entrance to the harbour until the last turn to starboard at buoys 9a & 10 where you appear to be almost on the beach, always dramatic even after all these years.

My Nauticat, Oísín (*pronounced Oshin*), draws 1.5 metres and in calm conditions I am happy to arrive with only 2 metres in the channel – on a rising tide.

The harbour staff are fantastic, they will guide you to a berth by radio and one will be in attendance as you arrive at the long visitor's pontoon to see you securely alongside. Because you can only arrive and depart at certain states of the tide the staff know when yachts will be moving so are always there to help and assist.



I recently attended a wonderfully successful family fun day where there were around 200 yachts moored, some rafted five out, all was organised and managed with supreme efficiency.

In the last few years there has been a change in management and a big investment, the facilities in Bembridge Harbour are now outstanding; you will not be disappointed when you visit.

*Robin O'Donoghue*

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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.

# Matthew Flinders: Map Maker & Mariner

## 1775 - 1814

A few months ago, while walking in a park in Hobart, Tasmania I came across a small ground plaque. It said simply 'Lieutenant M. Flinders'.

Tasmania could do better, I thought. This was the first man in history to discover that Tasmania was an island and actually put it on the map!

Matthew Flinders was born in Lincolnshire and joined the navy at 15 after reading and falling under the spell of 'Robinson Crusoe'. His first long voyage in 1795 lasting a mere two years, was as midshipman on H.M.S. Providence, and whose captain was the notorious Bligh of mutiny fame.



This was Bligh's second voyage transporting breadfruit from Tahiti to Jamaica. (Unfortunately the West Indians disliked the taste of the breadfruit, preferring plantains!) Even more unfortunate, was that the crew suffered dreadfully from thirst, as Bligh insisted that the fresh water be used to keep the plants alive. Bligh had obviously learnt little, regarding the handling of his men, but luckily there was to be no mutiny this time!

During this voyage Matthew learnt the dangerous art of holding a heavy brass sextant to shoot the sun on a pitching and rolling deck. He was already showing an intense curiosity and interest in the science linked to navigation and discovery, and this was combined with a mental discipline which was to dominate the rest of his life.

Still a midshipman, Matthew's next voyage was on H.M.S Reliance. A black and white kitten called Trim was born on board and who was destined to play an important part in Matthew's life. He wrote an enchanting small biography of Trim, which was only discovered hidden in the Maritime Museum archives in 1973!



Matthew, his friend George Bass plus various members of the crew and naturally including Trim, made various expeditions in a small open boat only 8 feet long - aptly named Tom Thumb. They sailed more than 18,000 kilometres in total. The navigation equipment consisted of an azimuth compass, theodolite and not much else – not even a timekeeper! To calculate latitude Matthew used a pan of mercury, positioned so as to reflect the sun. Viewing through his sextant he aligned the sighting of the actual sun to coincide with its reflection in the mercury. Using mathematics, he was able to calculate the degrees. By such primitive measures he charted much of the New South Coastline and also proved Tasmania was an island and not part



of the mainland as had been previously thought. The result of this discovery was of great benefit to the new colony, making the passage from the Pacific Ocean to the Indian Ocean via the Bass Strait, safer and shorter.

In 1800 Matthew and Trim returned to England and Matthew was promoted to Commander. Trim hated life on shore. Matthew however proposed to his childhood sweetheart Ann Chappel, and after their

simple wedding they intended to travel back to Australia on his new ship The Investigator.

At the very last minute the Navy refused permission for Ann to accompany him. (The real reason for this unfair treatment, centred on the bad publicity emanating from the behaviour of Nelson and his Lady Hamilton) A month later and after a very painful farewell, Matthew set sail on H.M.S Investigator to return to Australia. Luckily neither of them knew they were not to see each other for another 9 years!



Over the next two years Matthew (and Trim) circumnavigated the coast of Australia, making meticulous and accurate maps of this enormous coastline. Every bearing and angle in his charting was taken by Flinders himself from either deck or mast-head and results coordinated by night. Even today they need little correcting. He proved Australia was one great landmass and worked on counteracting the problems of the steel in ships interfering with navigation.

A compensating device the Flinders Bar was named after him.

During this time he encountered a French Corvette commanded by Nicholas Baudin, also on a similar exploration mission for his country. The two men exchanged information and Matthew named their meeting place Encounter Bay. Little did Matthew know the affect that Baudin's discoveries were to have on his own future.

On his arrival back in Sydney his ship Investigator was deemed unseaworthy and Matthew was offered the H.M.S Porpoise to return as a passenger to England. Unfortunately, the Porpoise was wrecked on the Barrier Reef and after a period of 2 months' preparation he navigated the ship's cutter the 1100 kilometres through open waters back to Sydney in order to secure the

rescue of the 80 remaining crew. You will be pleased to hear that Trim accompanied him! Back in Sydney, Matthew was given command of a schooner to travel back to England. On the way home, the poor condition of this ship (!) forced him to put into Isle de France (Mauritius) for repairs.

Unfortunately for Matthew, France and England were again at war. His credentials including a French Passport were ignored, and he snubbed the General in Charge by refusing to dine with him and his wife.

He was imprisoned. Even worse, Trim had disappeared. .... After much searching it was assumed that he had been eaten by one of the many starving slaves on the island.

After a few months Matthew was allowed to travel freely round the island. He was able to send his first finished map of the landmass he called Australia back to England. Till the end of his life he was to promote the use of the name Australia. In his own words “Australia, being more agreeable to the ear, and an assimilation to the names of the other great portions of the earth!”

Matthew was treated with much kindness by several families who befriended him. However, in spite of Napoleon himself giving permission for him to return to England the General Decaen refused to release him, suspecting him of being a spy! One of the reasons may also have been that Nicholas Baudin’s journal of his voyage of discovery was about to be published. France was very keen to be seen to be in the forefront of scientific investigation and this would have been undermined by Flinders own intended journal. Another factor contributing to Decaen’s refusal to allow Matthew to return to England was that he realised his knowledge of the island, its fortifications and weaknesses, would have been invaluable to Britain.

Finally, in 1809, the British navy began a blockade of Isle De France and the following year Matthew was released, thus ending nearly 7 years of imprisonment. On his way home he received his long awaited promotion to Post Captain. The first his wife Anne knew of his impending arrival, was a newspaper article which stated a ship had landed at Cape Town with a passenger named as Matthew Flinders on board!

On return to England Matthew’s health was rapidly failing and he lived in straightened circumstances; the Admiralty failing to recompense him for the lost years in Mauritius. In spite of this he worked continuously on his “Voyage to Terra Australis” (the great botanist Joseph Banks disapproved of Flinders use of the word Australia!)

Matthew’s wife Anne gave birth to a daughter also called Anne. She grew up and married a man called Petrie.

A few days before he died Matthew ordered a new copy of his beloved

“Robinson Crusoe”, he never got to read it, and sadly never lived to see his own great work published. He died the day before, in July 1814 aged just 40. Matthew was too modest a man to use his own name for any geographical features throughout his explorations. Now there are over a hundred landmarks named after him, as well as schools, a university, a station, streets and many statues throughout Australia.

His Grandson was Sir William Matthew Flinders Petrie, the father of modern English Archaeology who conducted his expeditions as meticulously as had his Grandfather, turning Archaeology from the mere pursuit of treasure into a science.



Matthew Flinders enduring claim to fame rests on his wonderfully precise charts and the outstanding quality of his hydrographic work; he was a brilliant navigator. It has been said that “he was the nautical grandson of the great Captain Cook!” He produced valuable research into the navigational problems associated with the magnetism in ships. After his death, with the addition of more iron being built into ships, a” Flinders Bar” consisting of soft un-magnetised iron in a brass container was placed in a vertical position near the magnetic compass to counteract the deviation caused by the aforementioned iron.

His grave is thought to lie under platform 15 in Euston station, and a statue of Matthew and Trim is also sited at Euston.

Matthew memorably wrote of his beloved Trim “Never will his like be seen again!” Rather the way I think of Matthew Flinders!!

There is so much more to the story of this multi-talented, amazing man. Luckily for us he kept regular journals, including a fascinating account of the action he saw while serving on H.M.S. Bellerophon. I thoroughly recommend; “The Life of Matthew Flinders” by Miriam Estenson , Ernestine Hill’s novel “My Love Must Wait”, and also “The Life of Captain Matthew Flinders R.N.” by Ernest Scott.



For those who would like more technical information, I am happy to send them a copy of “Magnetic Compass Adjustment” 32 pages complete with figured illustrations generously sent to me by a Dutch Master Mariner.

Matthew - you deserve more than that small plaque on the ground in Hobart.....

*Annabelle Cotton*

# Nauticat Sea Cock Replacement

Some of you may have seen that I posted a question on both our own site and the Yahoo Nauticat forum which was originally set up by the North American association (*as I understand it*). I was closing a sea cock and the arm appeared to sheer off, which prompted me to think about my sea cocks. I have routinely greased all the sea cocks on Discovery III each lift out, but had noticed that they looked a little corroded, and there was quite a bit of green staining on some of them.

First thing I learned was not to worry about the green, that just seems to happen. Second thing was to take a knife, or a wire brush and clean up the sea cock both at the top and bottom. If there was any hint of pink then it meant de-zincification. I asked around the pontoon and it seems most people reckon you should replace all sea cocks every 10 years. By replacing a few different ones each year you can spread the cost.

Sea Cocks have been the focus of much debate in the press. On Nauticat's there have been reports of bronze and also chrome plated bronze. When Alan Warrell last checked, we reported that they should be brass such as Hattersley Fig 100 DZR (Dezincification Resistant Brass) or Crane D171 bronze ball valves. Both are rated at PN25'. 'DZR brass' is compatible with all bronze skin fittings.

My research indicates that people who have replaced their sea cocks with brass have used ASAP or Vetus as their supplier.

Recently composite materials have become available. These require no maintenance and will not suffer from dezincification. They are appropriate for all uses other than for the engine intake, where insurance companies still insist on metal, in case of an engine fire.

Nauticat are now fitting composite throughout, their supplier is Truedesign who are based in New Zealand (<http://www.truedesignplastics.com>). Their UK distributors are Bainbridge or Lee Sanitation, and they seem to have distributors in most countries that we have members in. There are other ones available – google Marelou Marine Fittings which are the ones the contractors in Chichester seem to recommend.

This year I am going to replace all 8 sea cocks on my 38 [and I will either put something in the forum showing how they were done, or include pictures and commentary here]

*Richard Wakeham*

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*Seacock Images on Page 12*

## Seacock Replacement Images



There is one further advantage to the Tru-Design sea cocks over others. I have discovered – they have Teflon in them so never need greasing, I believe other composite sea cocks all need greasing. Very pleased with the results.

Richard

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Deadline for next issue - 1st April 2017

Copy can be sent by e-mail to:

[robidonoghue@aol.com](mailto:robidonoghue@aol.com)

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

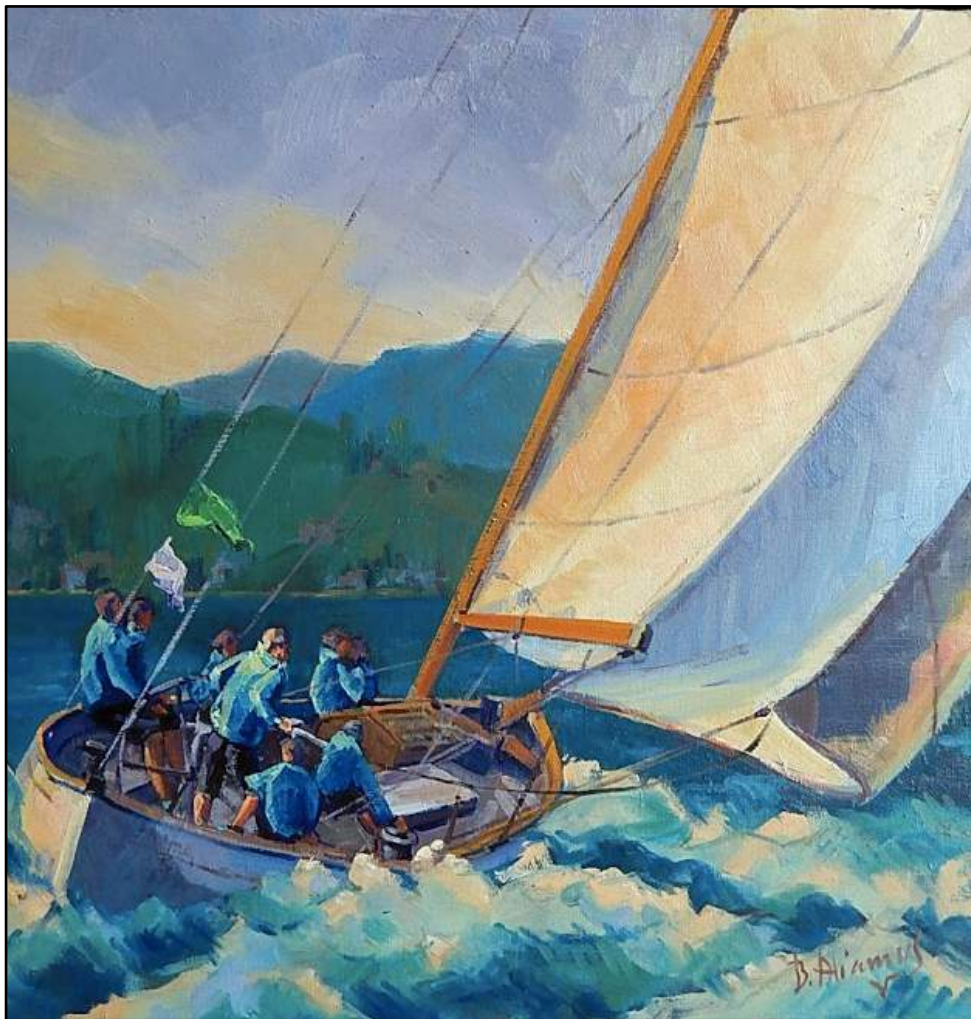
Photographs, including digital, very welcome.



## 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 third of which is below.



## Confession - In search for a love affair.

I remember those days when I was completely crazy about Ilkiva, my newly acquired Nauticat 33, that I sailed from Lemmer in The Netherlands to Cherbourg.

She was still under Dutch flag when I arrived at the visitors pontoon in Cherbourg, a British sailor gave me a hand passing the lines around the cleats. Seeing my flag he spoke to me in English. I said, "Thank you sir, but I am French". He replied : "Oh, you know, nobody is perfect !" I found it funny and enjoyable, life was good, I was in love with Ilkiva.

But you know how life is, routine sets in, bad weather and engine failures tarnish good moments, and, little by little you think of falling in love again, elsewhere, differently. After all, I had not promised forever fidelity to Ilkiva...

Already, during winter, I used to sail under the sun on board chartered bareboats with friends and it gave me ideas. But you cannot cherish a chartered boat, so why not buy a small - out of fashion - cheap sailboat and moor her in Antigua for instance or in Union Island ?

I also envisaged transporting Ilkiva by cargo to the Caribbean, but this is not the kind of boat for these latitudes and with wooden masts and booms, it would be a nightmare to maintain the varnish damaged by the U.V.

So I went to Antigua (Paris, New York and on the day after New York, Antigua), and looked for used sailboats around 33 ft, where I would be able to spend a few months every year when it is grey and cold in France.



The Oday 34, an old American boat which nearly bewitched me

I found there an old American boat which I thought I could have a passionate relation. But the broker said, she is under a British flag so, as you are French, you must register her under another flag.

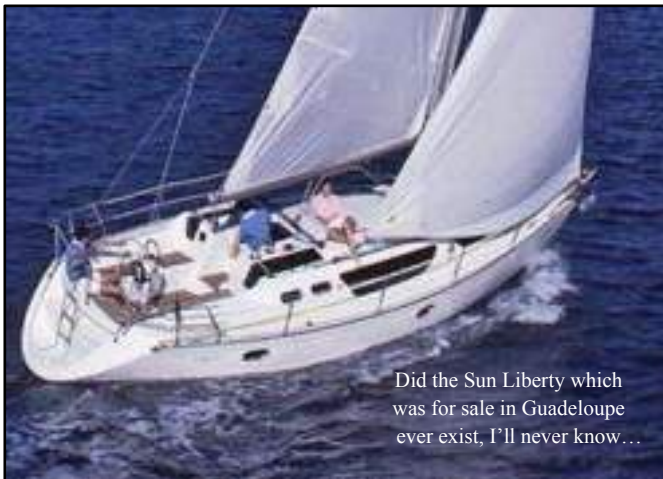
So I turned to the French authorities to see if I could register her under the French flag.

They told me you should check if the boat is 'VAT paid' otherwise you will have to pay 20% tax. After investigations I was told that the boat was not VAT paid and I could not accept the idea of paying 20% tax for a boat I would keep in Antigua, making short trips single handed to Barbuda. I called the broker back for other suggestions. He recommended that I register the boat under the Jersey flag.

Given the tax harassment in which France is specialized, the idea of sailing a boat under the Jersey flag, although a bit "snob" for a Frenchman, delighted me. Then I searched on the internet for a company specializing in registering boats under the Jersey flag, found it, and got in touch. They could take in charge all the paperwork and just needed to know where the boat was currently registered in order to de-register it. I contacted the broker again to know where exactly the boat was registered and if all documents were available for de-registering.

I received an angry and short reply from the broker. "There is no need for de-registering they should know that !" Suddenly I realized that this boat, with an American harbour written under the name, and was moored at a private pontoon hidden somewhere in English harbour, could have a "Not-so-clean history". I stopped my project. The broker did not insist...

It took a few weeks for melancholy to fade. Then I turned to the internet again, thinking that a French boat bought in Guadeloupe - a one day sail from Antigua - would not have these "Flag" problems. I found one, the inventory of which was very complete, and which seemed very well looked after. I got in touch with the owner by email. He was very friendly and said that a part of his family was from a village close to Cherbourg, the town where I live.



Did the Sun Liberty which was for sale in Guadeloupe ever exist, I'll never know...

We exchanged a few emails and then I began to propose some dates for coming to see the boat, and possibly purchasing her.

He replied that it was fine with him, but he was afraid the boat would be sold meanwhile. I found a surveyor, came to

the principle of an agreement for the survey date and price, and went back to the seller. Again, he seemed anxious that the boat would be sold in the meantime, but agreed with the time frame.

Finally I sent him another message with precise dates, flight hours and with a detailed plan for the survey, the lifting of the boat out of the water etc, and added, "By the way, what is the name of the boat ?" And then no news for 2 weeks, then suddenly a message saying, "I have been contacted by the maritime authorities, my boat lines have been cut deliberately, and she is wrecked on the south coast of Guadeloupe. I'll come back to you when I have more news". I replied with as much sympathy as I could and since then, in spite of a few emails, I have no more contact.

Looks like it was the usual "Booby Trap" where somebody asks you for a down payment in order to "Secure" a purchase, and after you have paid, you never hear from him anymore.

Another broken arrow for the sailor's Cupid...

But I wanted to persevere. I decided that buying a boat in a very remote location was a difficult thing so tried to find a closer place, where it would be fine to sail from mid-April to June and mid-September to mid-November. I investigated the Canaries, but the place which seemed the most attractive to me was the south coast of Spain/Portugal, between Gibraltar and Faro.

I found that some Portugese marinas looked very artificial with all these restaurants decorated like fake Irish taverns, fake pagodas, and take away burgers. I drove as far as Cadix and looked at the leisure boat harbours, nothing which to dream of. Walking along the bay, I noticed a mooring were stood many fishing boats, and a few small sailboats. I went into the clubhouse nearby. In the entrance, a statue of the Virgin, surrounded by artificial flowers, no doubt, it was a genuine Spanish boating club. Most members passing by seemed to belong to the same category as mine, retired, busy with projects of being on the water.

The club secretary, a young smiling lady, told me that I could be a member even being French (nobody being perfect), and that I could have a mooring there for a sailboat less than 7 meters long. Seven meters, a bit small but I remembered the saying, "Small boat small problems, big boat big problems...". I just had to fill in an application form.

I went back to France, very excited, dreaming again. I filled the form, and sent it with a letter to the club President, written in Spanish. It was in November 2015. I received a phone call from him in January this year (I was then on vacation in Australia !), saying that my membership was accepted.

Now I had to find boat. Internet investigations again. I finally spotted a First 211 (small boat, 6,50 meters long, 4 berths, camping style liveaboard for 2), at Punta Umbria, 60 miles west of Cadix.



After a visit there, bewitched as I expected to be, I decided to buy her. The transaction negotiations were made in English, with the daughter of the owner as interpreter.

I came back to Punta Umbria in June, to close the deal and sail the boat to Cadiz. It took two days of

paperwork to have the change of ownership officially accepted by the authorities (I decided to keep the spanish flag, but am not a Spanish resident, very complex situation). Sometimes I do not understand what "Europe" means. Anyway, as the former owner was an attorney, it helped.

The First 211 has 4 berths, but it appeared that if you want to cruise in comfort, 2 is the good figure. We then conveyed the boat to its new port. My brother and I made a one night stop at Chipiona, between Punta Umbria and Cadix, then came back to France, to have a good time on Ilkiva, around the Channel Islands.

The Nauticat is so comfortable !

And now, by middle October, I am in Cadix again. Last week I could not sail, due to engine problems, and today it is raining. Hell ! Bad weather and engine failures, it reminds me something. But I will stop there, no third love affair...!

*Joël Rogale*

## Laying up Lunch 2016

It was the 29th October, the venue was Crouchers Country Hotel in Chichester and the weather was perfect.

Promptly at 12.30, twenty nine of us gathered for pre- lunch drinks in the bar. Approximately ten years ago we also had a Nauticat evening do here, and since then Crouchers has been beautifully enlarged and refurbished.

Lunch was held in the main dining area which had been partly partitioned off, for us, making it virtually a private room. Ladies had each a rose (non-edible!) and the place names listed our food choices which made the service swift and smooth. The food was excellent.

Our two lively nonagenarians, Maurice and Les, with (I hope they will not mind me saying) a combined age of 190, sat at either end of the table, keeping us in order.

The last of us departed shortly after 4.00 by car, unusually, no one had sailed to the venue.

Rod and I stayed over night at Crouchers and a decent Champagne came as part of breakfast the following morning. We feel this could be a possible venue for further social events.

PS A deliberately brief report so Robin and Rod can squeeze in as many photos as possible! - *Annabelle Cotton.*

### The Photos





# Technical Report

Hope everyone had a trouble free season and you all achieve any winter maintenance plans you have. Jennyanydots is staying in the water this winter, but she is tucked up to weather any nasty winter weather, all sails and canvas removed and various bits of gear stowed below.

## Jennyanydots

Towards the end of the season I started getting a warning on the Raymarine Multi Function Display (MDF) of an AIS Antenna error, and sure enough on the AIS unit (650 model) there was a red warning light, although I was still receiving, and in talking to some other boats it appeared I was transmitting. I assumed that it was probable an inline BNC connector in the AIS aerial lead which joins to an adapter to fit on to the units screw in connector, as I had trouble soldering the connector earlier in the season. So with great confidence, the connector was re-soldered, expecting this to fix the problem, no such luck. Trying the emergency VHF aerial it worked with no red light, so a series of tracing the aerial lead and trying the emergency antenna at various point showed that it must be the Vtronix VHF Stub Heliflex aerial mounted on the wind generator pole on the stern. So fitting a new AIS aerial is on the winter job list.



Another job is to fit the AIS GPS antenna, which for this season was on the end of a bit of plastic waste pipe and wedged alongside the MDF at the chart table. (It worked !)

I changed my phone a few months ago (moving from a steam driven phone to the so called “Smart Phone”, so the nice teak wooden holder I had made to hold the phone is not big enough for the new phone, so another little job.



## Queries Received and Information Provided

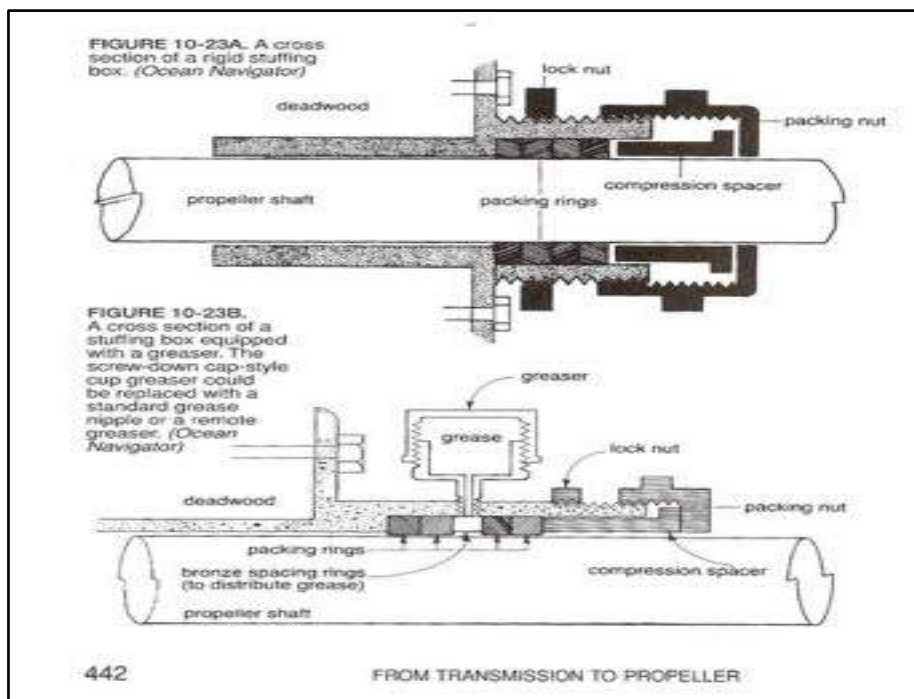


### Nauticat 44 Rudder

I need to find out how to carry out maintenance on a leaking Rudder on a Nauticat 44, see pictures below, I do not have any diagrams or drawing where the seals are and what type of packing is required.

I believe the rudder top bearing is the same design as the propeller shaft stuffing box, which uses a stuffing material, probable 10mm x 10mm size, comes in a long length, ideal to have 2 rings and not to have the ends inline. The box is also pumped with grease, from your pictures it does not look if the grease nipple has been used much in recent years, hence the leaking.

I have attached an article on stuffing box's its written for the prop shaft but applies to rudder shafts as well, a search on the internet for "Rudder Stuffing Box" should give you a good selection of information.



### Nauticat 33 NECO Autopilot

My 33 Mk2 (1977) has a Neco self steering system. The control unit has been checked out by the ex-Neco engineer who has been recommended by members, Derek Coventry in Southbourne, but the problem I have seems to be related to the feed from the fluxgate compass. The repeater for the compass reads the reciprocal of the heading but even setting a reciprocal courts on the Neco doesn't seem to provide the necessary control. I've played with it a bit but haven't yet been able to make it steer a course. If any member has any suggestions about either the repeater for the compass or the behaviour of the Neco, I'd be grateful.

*Technical Secretary, any ideas please, especially as the expert Derek Coventry has looked at the system.*

## Nauticat 36 Fridge



I wondered if you had experience of the attached fridge specification as a replacement to the standard Engel fridge that I currently have. I have long been after a replacement and saw this on the yahoo group this morning.

Do you know if anyone has undertaken such a thing ?

The CS-NC-15 compact cooling kit consists of the high-performance air-circulating VD-15 fin evaporator and the power-regulated CoolMatic cooling unit. These two units in one kit offer a perfect match of rapid-chill capability and high cooling performance.

The tried and tested Danfoss ED35F compressor ensures economical and super quiet operation. This cooling unit is specifically designed for chest coolers with capacities from 2.12 cu. ft. (60 liters) for deep-freezing to 8.8 cu. ft. (249 liters) for normal refrigeration.

Installation is quick and easy. All that is required is a hole-out to match the size of the cooling kit. The CS-NC-15 is then simply screwed from inside to the mounting plate.

**Key Benefits**

- Ideal for converting an existing, passive, insulated cooling area into a full, compressor-powered refrigerator.
- Up to 6.8 cu. ft. (190 liters) of refrigeration.
- Rapid chill capability with forced air circulation operation.
- Efficient Danfoss ED35F compressor.
- Vertical layout or wall mount.
- Integrated low voltage protection.
- Continuously variable thermostat.
- Integrated rubber seal ensures that the cooler is securely sealed.
- Cooler lines are fully assembled and connected at the factory.
- Environmentally safe R-134a refrigerant.

Feedback or general information from members is always welcome, so our knowledge base as an association is increased.

*Alan Warrell*

*Technical Secretary*

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## Joanne and 210 Locks

In addition to our lovely Nauticat 321, Carole and I are lucky enough to have a 38ft. Dutch cruiser which we keep in France. Joanne is named after my mother, whose bequest enabled us to buy the boat 10 years ago; she was also bought as our Golden Retriever just did not settle on the Warrior 40 we had at the time.

Being built of steel, these cruisers need to be repainted every 10-12 years, but the bonus of being on the rivers and canals means antifouling lasts 4-5 years! Although Joanne was still looking good her paintwork was beginning to fade and craze in places, so we decided to have the repainting carried out in Holland at the paintshop that had last painted her in 2003.

With typical Dutch efficiency, the paintshop had kept all the records of the boat (then called Britta), right down to the paint numbers, amounts and photos of the stages of painting. We decided that while this work was undertaken we would have a new mast made and fitted, the arch removed and therefore some new wiring, and replacement windows as the old ones were leaking after 22 years of service.



We planned to take Joanne to Holland by waterway late 2015 but, unfortunately, because of last year's dry summer, several canals were closed at that time through lack of water. As we had a deadline for our slot in the paintshop, we had to ship her by road.



We arrived in Holland shortly after the boat. The paintshop is near the town of Waspik; and Joanne was already in the first stage of preparation. Jerry, the owner of the paintshop, had arranged for us to meet the mast fabricator, the electrician and the engineer to discuss the various bits of work to be carried

out. Fortunately, Jerry spoke excellent English and could translate the more technical terms.

Work progressed throughout the winter with Jerry regularly sending us photos and clarifying any extra work.

We planned to pick her up in late April and the work was completed a couple of weeks ahead of schedule.

We travelled by car to the Hook of Holland and then to the marina to



load Joanne for her trip back to our marina on the Petite Saone. We booked into a hotel for a night before moving onboard - now, if you think back to the weather in late April/early May, it was 2 degrees at night, 8 degrees in the day with sleet showers! Jolly boating weather ....

When we moved onboard we found neither toilet was working, and several minor problems. One loo could be fixed with new seals, the other needed

complete replacement - €600 we hadn't budgeted for, ouch!! However, Joanne looked lovely, resplendent with new paint, windows and mast.

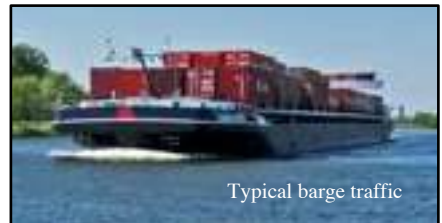
With the weather still freezing, and sleet and snow showers, Carole had a minor tantrum, refusing to walk 200 m to the toilet block in the rain/sleet at night, (getting soft in her old age). So, it was back to the hotel for 3 more nights while the loos and various snagging jobs were completed.



At last we were ready to leave, and we set off late morning on the River Maas, in rain, but enjoying being underway on the huge Dutch waterway system. We covered around 125 km the first 2 days with only 3 huge but gentle locks. We left Venlo for our 3rd day of travel after an excellent meal in the marina restaurant, spoilt only by Brent breaking a tooth on the nougat supplied with coffee at the end of the meal.

That day we were meeting the previous owners of our Nauticat. (We had bought her at Asselt, near Roermond). We had just left the only lock we had to navigate that day when the engine started to splutter. A few minutes later it stopped completely. I steered towards the bank and we managed to drop the anchor in 5 m of water. The flow of the Maas was against us at about 3k, so getting the anchor to hold was a bit of a problem; Carole used our VHF to alert the lock keepers that we had broken down and were anchored in the waterway; we didn't get a response! In the 10 years we have had Joanne she has only let us down once before, when a hose burst and we lost cooling water; this was fixed whilst drifting down the Saone. Dutch waterways have barge traffic like landings at Heathrow - one every 2 minutes!

Although we had had the engine serviced in Holland prior to our trip, the symptoms indicated a fuel problem, and even though it was cold outside, the engine room was very warm. After carefully checking fuel lines I changed the fuel filter and bled the engine. Finally, after an hour or so, it started.



Carole had rung Wiel, Smokey's (Nauticat) previous owner, to explain our predicament and say we would be late; he said he was on his way to "rescue" us in his motorboat! We met him about 10k from his marina and he escorted

us to the berth he had reserved for us. The engine was still spluttering so Wiel and his wife, Monika, arranged a diesel engineer to check the boat, and also a dental appointment to fix my tooth! Of course, this was a Friday afternoon, so not much could happen until the Monday. Friends are wonderful; they looked after us so well, ferrying us to banks (credit cards are not widely accepted in Holland), supermarkets and evening meals.

The engineer thought we had a diesel bug problem, but he had seen worse contamination, and the problem was partly caused by the Dutch engineer fitting a 4-cylinder fuel filter instead of the 6-cylinder one Joanne needs. Also the constant wash caused by the many barges had stirred up the sediment in the tank. So, tooth fixed, new filters fitted and several spares we set off for Maastricht where we squeezed in 175 lt. of new, clean fuel; that night we stopped at a nice marina just outside Maastricht, Pietersplattz.



We continued on the Maas into Belgium and stopped after 4 locks at Huy. Next day we left with several other pleasure boats; we waited at the first lock with 2 large commercial barges (7,000 - 10,000 tons). The 2 commercials went in, and, to our amazement the lights stayed green and 14 pleasure boats also squeezed in, rafting up 3 abreast before the gates closed.

We travelled with a Dutch boat for a while and stayed at Namur and Ansereme. This part of the Maas/Meuse through Belgium is beautiful; the river goes through deep gorges with spectacular scenery.



The weather was slowly improving so the thermals were put away and t-shirts brought out - hurray!

We continued through to Dinant, stopping at the first French lock to confirm our vignette ( the French waterway licence), and after 3 more overnight stops we arrived at Charlesville Meziere, with its Square reputed to be the finest in France.

We encountered lots of wind and rain on the Canal de la Meuse; one section of 30k and 10 locks needed a lock keeper to accompany the boats as all the locks were still manually operated. We felt extremely sorry for one lady lock keeper who got absolutely soaked in one really heavy shower whilst we were in the lock!

Three days later we arrived at Toul, where we parted company with our Dutch friends; we had travelled with them for the past 10 days! Toul was a nice harbour and town at the end of a downhill chain of locks; it was good to be going downhill after being lifted for the previous 500 km.!

We left Toul with a German boat which left us at the first branch on the Moselle; to our dismay we then had to follow a huge ship/barge into 3 massive locks at a very slow speed until we could leave the Moselle and enter the Canal des Vosges.

This canal is 121 km. long with 93 locks; these locks are operated by a remote control issued at the first lock and handed back at the final lock at Corre.

It was a blessing to get away from the huge barges encountered further north and travel on the smaller French canal system, where we could enjoy the tranquility of the beautiful countryside. Our first stop was at Richardmenil right out in the countryside; we hadn't long finished mooring up when another boat arrived from the opposite direction and, to our amazement, it was some Swiss friends from our French home port.



The next day we travelled to Charmes, where the moorings are shared with camper vans; here we were able to enjoy the luxury of lovely hot showers, and we even found fresh milk in the supermarket!



The canal is very pretty at this point, although our trip to Epinal had its problems with 2 locks needing attention from the VNF (French Waterways Authorities) and we were told off for speeding in one section - well, 6 km per hour is tickover on Joanne - but we discovered they were repairing the bankside further down and any wash was a nuisance. Epinal is an attractive town up a short embranchment off the main canal; we enjoyed our evening at the port and took the advice of the Capitaine to try some local delicacies.

Only 136 km. and 72 locks to go!

After Epinal we travelled to the village of Thielouse, although it was only a couple of small houses and really right out in the countryside. There was no port so we had to hammer mooring stakes into the canal bank; no sooner had we got the stakes secure when a Frenchman on a moped turned up, selling fresh eggs. So, after helping us to moor up, Carole bought a dozen eggs from him - omelette for supper that night!

Next stop was Fontenoy, a hire boat port. The weather had now turned colder and wetter again but the canal is beautiful. The next day we travelled to Corre; here the marina is well-equipped with good showers, wifi and local supermarkets. That evening we watched the UK Cup Final on our satellite tv; Joanne really is a home from home.

With the end of our trip in sight, we completed our circuit at Port sur Soane; this is where we had loaded Joanne onto the lorry for her trip to Holland. The highlight of this day was the sighting of 40-50 bee-eaters, one of Europe's more colourful birds.

It was still raining and cold when we reached our mooring at Port de Savoyeux. We were actually very lucky as, due to the wet month, navigation had been closed for a few days before we arrived and was closed again for a week shortly after we arrived. How lucky was that!



Bee-eaters



Joanne at Savoyeux

Well, just under 900 km. and 210 locks completed!

After the initial problem, our engine behaved and the trip enabled us to explore areas we had not travelled before. All that remained was to take the train(s) back to Holland, collect our car and return to the boat to enjoy some rest and the improving weather, and then visit our son and grandchildren in Switzerland.

# Using the Association's Website

Dear All,

I am very pleased to say that the forums on the website have become very active over this season. We have lots of participants now, and generally if a question is posted an answer presents itself the same day. There are often helpful photos.

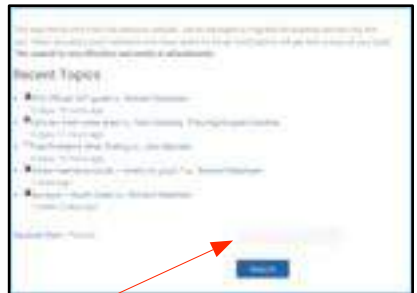
You should be getting emails when a new topic is posted, and when replies are sent. However, if you are not and want to know what has happened on the site, then once logged in click on Newsfeed.



This then shows up all articles, member status reports, new members joining etc. so you can scroll through and read anything of interest.

The example shown here is a discussion on knowing the UK VAT status of my boat. Hot topics in the last month have been:

- Where are the fresh water drains on bulletsFord engines
- Fuel problems when Rolling
- Where are the water tank vents
- Recommendations for a surveyor on the South coast of England
- Where to get replacement VDO Sumlog transducers



If you want to start new topics then you need to go to the Forum from the homepage. At the top of the page are the last 5 postings.

There is also a search bar.

This is very effective and I suggest that you try searching for a topic first before posting something new. You can also add information to a previous posting. To create a new one first select a category. These have been set up for



- Technical
- Boat Jumble (for items you want to buy or sell)

- Cat-a-Log archive (where we have all back copies of Cat-a-Log in pdf format) note there is also an index to all the articles in Cat-a-Log which is another source of technical information
- Cruising & Rallies – for members to let people know about their cruising plans
- East Coast, Med, Scotland, Social, Solent, West Country – for postings relevant to a geographical area.

This is what the Solent forum looks like:

If you want to add a posting scroll down the page and you should see the form below.

Each posting needs a:

- Title – this will be included in the email which is sent to all subscribers
- Then complete the body of the query or information that you are posting
- Lastly you can add up to 4 documents or photos to the posting
- Finally hit submit and your posting will be added to the forum and an email will be sent to all subscribers. Sometimes this can take a little and it might look like that website has hung. It will just be taking some time to get the posting out.

The most common question that I get is people being locked out or needing to change their password.

For username queries (or anything else) you can email me at [admin@nauticatassociation.co.uk](mailto:admin@nauticatassociation.co.uk) . Passwords can be reset on line providing you know your username and email address that you signed up with.

*Richard Wakeham*



# Passage Planning Tools

In order to aid the process of planning passages, with the objective of making maximum use of the tide and also to achieve passages in daylight if possible, I have developed too tools utilising an Excel Spreadsheet.

The tool requires the time of high water Plymouth to be inputted, this is to the nearest 30 minutes, and ideally I put the whole cruising season in then I am set for the season. The rest is then automatic, it uses look up tables to decide which way the tide is flowing relative to High Water.

**Tool 1** Displays a set of times which are the most advantages time to depart to achieve a passage say from Falmouth to Isles of Scilly etc, making the best use of tide and arrival time (in time for G&T's).

## Extract from Tool 1

Green shaded areas show the best daylight time to depart and still getting

Day	Saturday																		Sunday																		Monday																	
Date	13 May 2017																		14 May 2017																		15 May 2017																	
Dover HW	1300																		1330																		1400																	
Plymouth HW	0800																		0830																		0900																	
Time	8	9	10	11	12	13	14	15	16	17	18	19	8	9	10	11	12	13	14	15	16	17	18	19	8	9	10	11	12	13	14	15	16	17	18	19																		
Dover	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	0	1	2	3	4	5																		
Plymouth	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	-1	0	1	2	3	4	5	6	-5	-4	-3	-2																		
<b>Start Bay</b>																																																						
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East Bound																																																						
Start Point																																																						
Plymouth to Falmouth	E	E	E		W	W	W	W	W		E	E	E	E	E	E		W	W	W	W	W		E	E	E	E	E		W	W	W	W	W		E																		
Lizard	NE	NE		S	W	S	W	S	W	S	W	NE	NE	NE	NE	NE	NE		S	W	S	W	S	W	NE	NE	NE	NE	NE	NE		S	W	S	W	S	W	NE	NE															
Lizard Slack																																																						
Land End to IOS	SE	S	S	S	S	W	S	W	W	N	N	NE	NE	E	E	SE	S	S	S	S	W	S	W	W	N	N	NE	NE	E	SE	S	S	S	S	W	S	W	W	N	N	NE	NE												
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## Tool 2

This tool shows the window of favourable times around certain headlands or areas, also including slack water periods were appropriate. The areas of no interest can be hidden to give a less cluttered picture and other areas added by inputting the requisite data into the look up tables.

## Tool 2 Extract

The Green and Blue shaded areas indicate the favourable West or East going tides, around the Lizard the direction of flow is shown.

Day	Saturday																			Sunday																			Monday																		
Date	13 May 2017																			14 May 2017																			15 May 2017																		
Dover HW	1300																			1330																			1400																		
Plymouth HW	0800																			0830																			0900																		
Time	8	9	10	11	12	13	14	15	16	17	18	19	8	9	10	11	12	13	14	15	16	17	18	19	8	9	10	11	12	13	14	15	16	17	18	19																					
Dover	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	0	1	2	3	4	5																					
Plymouth	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	-5	-4	-3	-2	-1	-1	0	1	2	3	4	5	6	-5	-4	-3	-2																					
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<b>Start Point</b>																																																									
Plymouth to Falmouth	E	E	E		W	W	W	W	W		E	E	E	E	E	E		W	W	W	W	W		E	E	E	E	E		W	W	W	W	W		E																					
Lizard	NE	NE		SWS	SWS	SWS	SW		NE	NE	NE	NE	NE	NE	NE		SWS	SWS	SWS	SW		NE	NE	NE	NE	NE		SWS	SWS	SWS	SW		NE	NE																							
Lizard Slack				Sik					Sik								Sik				Sik								Sik				Sik																								
Land End to IOS	SE	E	S	S	S	SWS	W	N	N	NE	NE	E	E	SE	S	S	S	SWS	W	N	N	NE	NE	E	SE	S	S	S	SWS	W	N	N	NE	NE																							
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*Happy Planning*  
*Alan Warrell*  
*Jennyanydots*

### South West Cruising and Gatherings

As we approach the winter “Armchair Cruising” season, my thoughts and planning start for next year’s cruises, fourth attempt for the Isles of Scilly is at the top of my list, but trying to incorporate attending a Nauticat gathering would be good too.

Having seen the provisional plan for the South Coast cruise, I wondered if other South West based Nauticats would be interested in an early May gathering, around Dartmouth, before some may set off to join the South members in the Solent, or to have a gathering later in May on the return from the Solent, probable fitting in with any plans of others to head further West and for me to attempt the Isles of Scilly again..

Any thoughts ideas most welcome, to allow a proposed plan to be drawn up.

*Alan Warrell*  
*Jennyanydots*

# General Secretary & eNews Editor

All Members should have received a copy of The Nauticat Association Organization and Guidelines via eNews and they are now available to Members on our website ([www.nauticatassociation.co.uk](http://www.nauticatassociation.co.uk)). To access them sign in as a Member - select Resources - select Admin - select nauticat-guidelines-3-11-2016. With these guidelines you will be able find the answers to the most frequently asked questions. For example:-

Technical Questions (from page 3, Committee Members responsibilities).

How to pay for Membership fees and events or claim expenses (page 5).

How to log in to the Website as a Member (page 6).

The website layout and which areas are for Members only (page 6).

How events are organized (page 8). The Guidelines will be re-issued following the 2017 AGM.

Our webmaster Richard Wakeham continues to develop the website. It contains a wealth of information on all matters Nauticat and ways of communicating between each other including via the site itself, the Forums and Facebook.

eNews provides a useful means of helping Members to interact. Events management, items for sale, parts wanted and for sale, crews wanted and available and miscellaneous problem solving have been actioned via eNews. Members with items of common interest for publication on eNews please e-mail me, the eNews Editor, at:

[secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk)

For new Members and those with frayed burgees, I have stocks of NA Logo (cat) burgees, roped and toggled :-

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

These will be available at the AGM.

## Cruising Matters

Social Secretaries are sought for the Celtic and East Coast Regions


Any Member or group of Members planning a cruise and who would like company and/or crew please e-mail the General Secretary at [secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk) .

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 at

[secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk) . The Nauticat Forums include a Cruising Forum in which to exchange ideas. To join sign in as a Member and click Forums on the website Home Page tabs.

John Claisse,  
General Secretary


[secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk)



**NAUTICAT ASSOCIATION SOUTH COAST CRUISE AND RALLY**

**Thursday 18<sup>th</sup> – Monday 21<sup>st</sup> May 2017**

**OUTLINE PROGRAMME**

Enter Boat (Name, LOA & Draught) and Numbers here: 

Date	Location	Event	Boat Name, LOA & Nos.	Comments
18 <sup>th</sup> May	Haslar Marina, Gosport	HW Portsmouth: 1735 Assemble at Haslar marina from mid-afternoon. Dinner at Trinity, Lightship.		
19 <sup>th</sup> May	Yarmouth Harbour	HW Portsmouth: 0555 Dinner at George Hotel, Conservatory		
20 <sup>th</sup> May (or 21 <sup>st</sup> depending on weather)	Weymouth	HW Portsmouth (20 <sup>th</sup> ): 0700 Berth Weymouth Harbourmaster Quay. Dinner at MING WAH Chinese & Thai Restaurant		
22 <sup>nd</sup> or 23 <sup>rd</sup> May	Brixham Harbour Or Poole Quay Boat Haven	HW Portsmouth (22 <sup>nd</sup> ): 0900  Divide into two groups, according to your preference. Please indicate which you prefer.		
24 <sup>th</sup> or 25 <sup>th</sup> May	Poole or Brixham	Disperse or continue cruise impromptu.		

This year we aim to attract:

- (1) Members from the South West to a spring cruise in the Solent area.
- (2) Members: the Solent or South East to venture west as far as they will.
- (3) Members from the Solent who simply want to tour their patch!

Please return the completed form to me before 31<sup>st</sup> March at: [jrc@seaholme.eu](mailto:jrc@seaholme.eu), so that I may advise venues regarding expected numbers of places and berths. Deposits for berths or restaurants may be requested later

John Crump, South Coast Social Secretary.  
Tel: 023 925 92332  
Mob: 07703 346652

# Annual General Meeting

Sandbanks Hotel Poole

Saturday 4th, February 2017 at 2.00pm

## Agenda

1. Apologies for Absence
2. Approval of the Minutes of AGM 2016
3. Matters Arising not covered by this Agenda
4. Chairman's Report
5. Presentation and Approval of 2016 Accounts - Treasurer
6. Vacant Committee Posts:
  - East Coast Secretary – Area events
  - Celtic Region Secretary – Area events
7. Secretary Reports
  - General Secretary – John Claisse.
  - Membership Secretary and webmaster – Richard Wakeham
  - Cat-a-Log Editor – Robin O'Donoghue
  - Technical Secretary – Alan Warrell
  - South Coast Secretary – John Crump
  - South West Coast Secretary – Alan Warrell
  - Social Secretary France – Joel Rogale
  - Baltic Secretary – Mike Scott
  - Events – Rod Cotton
8. A.O.B (Please submit any major items by 14<sup>th</sup>. January 2017 to [secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk)).
9. Date and venue of next AGM

Following the AGM, the speaker will be Doina Cornell who will relate her experiences sailing with her father, approaching the North West Passage from the Atlantic and the Pacific.

6.45 p.m Poole Sea Cadet Band performance.

7.30 p.m. Dinner.

John Claisse

General Secretary

01730 829001

[secretary@nauticatassociation.co.uk](mailto:secretary@nauticatassociation.co.uk)

## Letters

Dear John,

Since I sold my lovely 331 Mistress Mariner in January I will not renew my Membership for 2017 but look forward to two more Magazines this year.

I passed on all details of the Association through Clive Stratton to the purchaser who I never met. I have thoroughly enjoyed my 11 years membership and met so many lovely people.

My Kindest Regards to you all, Stephen Evans.

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Laying Up Lunch.

What a good event, attending by many members and a very good lunch served in nice surroundings, many thanks to Rod Cotton for arranging the event.

Alan, Theresa and Les Warrell

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# The Annual General Meeting

**2 p.m. Saturday 4th February 2017**

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.

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

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

The Booking Form is enclosed with this edition of Cat-a-Log or one can be downloaded off the website.

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# 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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## 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*



## Key Largo - Nauticat 44



Extremely sea worthy and transatlantic capable. 360 degree views.

Two sliding doors in the pilothouse and an opening sunroof.

Powered by a 135hp Ford Lehman diesel engine and a 4kw generator.

Bow thruster.

Full Galley down to port with propane stove and oven, refrigeration and abundant storage and cabinet space.

Complete with radar, track plotter, colour sounder, autopilot, VHF, dingy, outboard. Four coats of Blakes epoxy.

For sale due to ill health.

**£70,000**

Telephone: David Cottrell 07849 742805 or 01264 889094

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# 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. Ill health, very sadly, forces sale.

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, including very comfortable helmsmans seat , plus folding table & sliding sunroof.

## Specification

Sails: Main, Mizzen, furling Genoa & Storm Jib; Sail 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 & Boarding Ladder

Winter Covers for wheelhouse & cabins.

Currently lying Ipswich

Full Survey May 2012 available

**A bargain at £25,000 ono**

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: [chrisandjohn.harvey@gmail.com](mailto:chrisandjohn.harvey@gmail.com).

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

**£129,000**

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

Mobile : 07552931108

Price is: £45,000

## Nauticat 33 - Zarzuela



LOA 10.11m. (33.2ft.)

LWL 9.5m (31.2ft.)

Beam 3m ( 9ft.)

Draft 1.4(4.7ft.)

Airdraft 12m (39.3ft)

Net tonnage 11.31 tonnes

Ketch rigged motor sailor built by Siltala Yachts (Finland) in 1973. Long cast iron keel running aft to a skeg which supports the rudder. Wheel steering. GRP decks overlaid with teak planking. Teak trim on wheelhouse. Varnished teak guardrails on stainless steel stanchions. Hull underwater Coppercoated (2006). New sails (2007/8). Sea Legs.

Perkins 6534 diesel engine, 115bhp, 21ins. 3 bladed propeller. Cruising speed 6 knots. 6.8 lph (1.5 gph). Full engine instrumentation. 2 pairs engine/domestic batteries. Solar charge panels. Shore power and heavy duty charger. 2 cross connected 250ltr. stainless steel tanks. Serviced and lifted annually.

Radar, DSC VHF, GPS, AIS. 6 man life raft. Inflatable with 2.5hp outboard.

2 double berths, 2 single berths in forecabin and 1 in wheelhouse. Valient gas hot water system to galley, basin/shower in forecabin and basin aft. 2 heads. Fully equipped galley, fridge, cutlery and tableware.

Lying HSSC, Haslar Creek, Gosport.

Price £29,950.

Contact John Claisse 01730 829001 [j.claisse@btinternet.com](mailto:j.claisse@btinternet.com).

# Hightime -1978 Nauticat Mark 2

Length: 33 feet  
Beam: 10' 7"  
Draft: 5' 1"  
Construction: GRP  
Engine (*new in 2004*)  
Ford Mermaid 90 HP

Price: **£56,000**

For sale by – John Kiddey

Email:

[john.jkiddey@gmail.com](mailto:john.jkiddey@gmail.com)

Tel: 01803 209401



## Boat Details

Vetus Bowthruster (new in 2000)  
New stainless steel fuel tanks fitted in 2014 (300 ltr each)  
Engine loom replaced in 2000  
Webasto heating fitted 1999  
20 amp twin battery charger (new 2001)  
600 watt inverter (new 2001)  
New engine mountings and prop shaft fitted in 2010  
3 blade propeller replaced in 2007  
All seacocks replaced in 2000  
Rope cutter

### Pilot House

Raymarine 120E chartplotter  
Raymarine AIS transponder  
M-Tech DSC SX 35 radio  
Furuno 1730 radar  
Furuno navtex  
Raymarine autopilot with twin controls  
Target MW radio  
Carbon monoxide alarm  
Webasto heater feeding wheelhouse, saloon and aft cabin  
Upholstery replaced in 2006  
Teak tables fitted 2005  
Helmsman seat new in 2008

### Aft Cabin

Double berth to porthead to starboard (new in 2009)  
40 litre calorifier with emersion heater under double berth  
Foldaway bike under berth

### Fore cabin

V berth with infill  
Stainless steel water tank beneath (new in 2001)  
Vetus deck hatch (new in 2000)  
Teak and holly flooring fitted 2005  
Twin 12 v berth lights new 2

### Saloon

Nelson two burner cooker with oven (new in 2014)  
Waeco 12/24 v fridge (2015)  
Pressurised hot and cold water system  
TV

### Other equipment

BFA four man liferaft  
Suzuki 2.2 HP o/board engine  
Waveline dinghy & oars

### Forward Head

Bowl and pump new in 2009  
Sink/shower and work top new in 2010  
Teak and holly cabin sole fitted 2005

### Deck

Stainless steel bowsprit added 1999  
Fully battened Mainsail and mizzen  
Genoa new in 2000 - furler new also 2000  
Cruising shute  
Stackpack covers replaced in 2009  
Radar reflector  
Television aerial (new 2001)  
Standing and running rigging renewed 2000  
CQR main anchor and chain  
Danforth kedged anchor  
Two winches on main mast  
Two winches aft of main doors  
Foresail winches by each door  
One winch on mizzen  
44 watt solar panel on wheelhouse roof with regulator  
Teak rope locker on aft deck  
Bimini  
Aft dodgers  
Boom tent for aft deck area

## Future Events

### **The Annual General Meeting**

**2 p.m. Saturday 4th February 2017**

Sandbanks Hotel  
15 Banks Road, Poole,  
BH13 7PS

### **South Coast Rally**

**18th - 21st May 2017**

Gosport, Yarmouth, Weymouth, Brixam or Poole

## Picture Gallery



*A new Nauticat 441 at the Southampton Boat Show*