

CAT - A - LOG

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



Trevor & Monica Rose's beautiful Nauticat 37 - Nomad of Broughton



Nauticat Association Newsletter

Issue Number 76

Summer 2017

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. 76 Summer 2017

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Chairman's Note

I hope members are all enjoying the sunshine and fair winds like I have had - mainly sailing from Germany to Copenhagen, the delightful Danish Islands of Bornholm and Christianso, and then to the Swedish coast, up Kalmar Sound to Trosa and through Lake Malaren to Stockholm.

Surprise, surprise, I met two Nauticat members - Clive and Stephanie Cole who coincided on board Galatea with my 3 - year-old, twin grandchildren, Aria and Thomas.

I am now sitting in the cockpit of Galatea, in brilliant, sunshine in Stockholm in front of the Vasa Museum. Vasa, like Mary Rose, over-turned and sank, in front of the King in 1628 after sailing only 13,000 metres. She was preserved in the mud and raised in 1961. The most fantastic museum was built around her, with the masts sticking through the roof.

A stone's throw away, is by contrast, the ABBA Museum. Where you can get up on stage and sing with Agnetha, Frida, Benny and Bjorn, albeit holograms !

Tomorrow, I head off into the Archipelago while I note through the Nauticat web, that members are enjoying cruising in the West Country where some of my favourite harbours are.

I look forward to hearing about these exploits and also, of Joël's cruise in Normandy and the Laying up Lunch in the Autumn.

Douglas Addison.



South Coast Rally

Six boats foregathered at Haslar marina on Thursday, 18th May – KAJTUULA (Jean & John Rotter), TAIVA (John Skidmore & Murray Maxwell), NOMAD of BROUGHTON (Monica & Trevor Rose), OISIN (Lyn & Robin O'Donoghue), SKYLER (Jean & John Crump) and of course OLD POSSUM (Maurice Owens) which is based there. Alan & Theresa Warrell arrived by car because the weather had not allowed the passage from the Dart.



Despite miserable rain, a jolly opening party was held in SKYLER before we headed off to the adjacent “MARY MOUSE” lightship for supper – perched on its sloping deck!



An early start on Friday morning to catch the tide down to Yarmouth – wind on the nose as usual, but at least it was not raining! Two more boats joined us – ARISTOKATTI (Jackie & Geoff Williams) and SMOKEY (Carole & Brent Strickland), and stalwarts, Stephanie & Clive Cole, joined us from their quarters in the Bugle Hotel. This time we managed an outdoor pontoon party in a stiff and cold

westerly, before repairing to The George Hotel. The management had prepared us a splendid formal table across the conservancy window looking out across the Solent and members were, I think, well pleased with both the food and the happy relaxed ambience.

The rally plan provided to leave Yarmouth the following day, Saturday, for



Weymouth. But by mutual agreement we postponed the next leg until the Sunday when the fresh SW wind was forecast to (and did) back SE and ease. Six boats, SKYLER, TAIVA, ARISTOKATTI, OLD POSSUM, NOMAD of BROUGHTON and KAJTUULA continued on to this stage and we were berthed conveniently on the north side of the river opposite the lifeboat station. Most of us enjoyed a relaxed afternoon but John Skidmore played guardian angel to NOMAD, ascending the mast to attend to some recalcitrant tapes. Then we held the third pontoon party before walking down St Thomas' Street to the MING WAH Chinese restaurant. A different ambience and menu from our customary rally suppers which seemed to go down well. Maurice Owens certainly asked for a copy of the menu so that he could re-count what he had eaten!



Part II



The wind on the following day, Monday, was a light easterly – ideal for the trip across Lyme bay to Brixham – and NOMAD of BROUGHTON took full advantage of it, slipping at Weymouth at 0830 and arriving Brixham by 1600 after a reportedly splendid sail. KAJTUULA & SKYLER though thought that they had earned a day's rest and delayed departure until the Tuesday – at the expense of the need to motor the whole way into a head wind! But

by Tuesday evening, four boats, NOMAD, KAJTUULA, SKYLER & JENNYANYDOTS (Theresa & Alan Warrell) around from the Dart were berthed in the marina where Monica & Trevor Rose kindly entertained us all to a splendid on-board party.



After a day exploring the town, Theresa & Alan Warrell entertained us aboard JENNYANYDOTS before we all headed for supper at the Brixham Yacht Club, overlooking the harbour.

Plans were made to sail for Salcombe on the Friday – so as to secure a mooring before the Bank Holiday weekend crowds arrived. However the weather intervened again; with a forecast of E 5 or 6, we decided that discretion was the better part of valour and stayed on to enjoy BRXFEST. Saturday



was the “Flagship Event Day” with Live Music from the Town Band, Food Stalls, Cooking Demonstrations, and a Grand Fireworks Display at 2150. On Sunday we were entertained with a classic boat rally and parade of sail, highlighted by 4 Brixham trawlers, while in the harbour, Dragonboat racing resounded to the beat of the paddle-masters’ drums – a rhythm largely ignored by the paddlers!



There was “no moaning at the bar” when SKYLER, NOMAD & KAJTUULA entered Salcombe on 29th May. Nor was there sunshine! NOMAD, setting out earlier from Brixham, had needed radar to penetrate the murky glooms on passage.



SKYLER & KAJTUULA, leaving a couple of hours later, at least could see but motored as usual into a light headwind. All three boats shared a single visitors’ buoy opposite the Normandy pontoon. But the following



afternoon, in wind-over-tide, the boats were pitching badly and we gratefully accepted an offer of a quieter buoy in “The Bag”.

Wednesday, 31st may dawned very hazy but by mid-day this had cleared to allow us to depart for Plymouth, Queen Anne’s Battery, where we arrived in the late afternoon. Re-joining to the Royal Western Yacht Club, we partook of their sailing night supper. A “Glorious

First of June” – the first sunny day for a week or more. Most were engaged in logistics – food, fuel, water, gas, etc., but others sunbathed in their cockpit before we all joined Monica & Trevor Rose aboard NOMAD for a “last supper”.

Friday, 2nd June, saw a parting of the ways. NOMAD was anxious to make an early start for home before forecast stronger winds arrived, and so set out straight for Brixham



SKYLER & KAJTUULA headed back to Salcombe (in the rain) for an overnight stop before continuing on to the river Dart. This time we berthed at the visitors’ pontoon in The Bag, between Black Knob and Tosnos points.

Saturday dawned bright but cool. There was very little wind as SKYLER & KAJTUULA crossed the bar for the 4th time at around 1130. But it steadily increased as we rounded Start Point, becoming SW4 off the entrance to the Dart. It is “not policy” for the Dart Marina to accept prior bookings for visitors but “Jules” was



exceptionally helpful when we arrived and found berths for us both. SKYLER was on a hammerhead with great views of river traffic and the South Devon Steam Railway. But we paid for it on the Monday when a F8 southerly created waves in the river and made for a pretty uncomfortable night.

On Tuesday, the winds continued strong but it rained only occasionally! SKYLERS took the steam train to Paignton and decided that the absence of a deep-water harbour there was no great loss to cruisers!

Wednesday saw both boats up river to Dittisham where we shared a visitors’ buoy. The quiet river ambience was destroyed by more rain and wind but

we enjoyed an excellent supper in “The Ferry Boat Inn (FBI!). There we found a letter from Colin Dexter observing that “Morse” would have loved to sit in its window overlooking the Greenway Quay with a pint and his crossword. We planned to visit Greenway House (Agatha Christie) ourselves but Channel 4 were filming an episode of “Hunted” with a very noisy helicopter and the quay was closed for shooting all afternoon. A quieter day on Friday but we had decided to return to Dartmouth for victuals and showers.



Saturday evening demonstrated the utility of the NA “On the Move” facility when Theresa & Alan Warrell contacted us to say that they would be returning to their boat at its Dart mooring the following day. We agreed to meet for lunch at “The Floating Bridge” pub which afforded another happy Nauticat gathering. In the mean time, the “SILVER WIND” cruise ship, in the Dart for the day, performed a U-turn in the river within yards of KAJTUULA, berthed this time on the hammerhead. John Rotter was anticipating a claim for a new boat!

On Monday the wind continued to blow hard and JENNYANYDOTS dwelt a pause up at Dittisham before heading west for Fowey. Tuesday dawned cool but still. SKYLER & KAJTUULA slipped at 0630 for Weymouth, arriving shortly after 1400 after a steady motor across a smooth sea. How pleasant that, with the Harbour bonus scheme, one night’s mooring fee would procure two in the same berths vacated by the Nauticats some 17 days before – but with fresh flowers in the tubs along the harbour wall.



Wednesday was sunny in Weymouth, with a cool easterly wind funnelling up the harbour, but we enjoyed a relaxing day. By Thursday morning however, the wind had swung round to the SW, forecast 3 – 5. A lumpy passage back to Yarmouth resulted – in overcast skies and a colourless coast just penetrating the mist. A full F 5 up the Needles channel and into Yarmouth which was

fairly full so that the two Nauticats were obliged to raft alongside an anxious Hallberg Rassy whose owner was particularly concerned since it was up for sale! Both crews repaired to the Royal Solent Yacht Club for another “last supper”. SKYLER returned to her berth in Gosport on the Friday morning, having logged a total of 297 miles on the rally. KAJTUULAs decided to give their dog “Molly” a treat with a walk to Freshwater before returning to the Hamble. And so another very successful rally ended with lots of happy memories for all who took part. Saturday, at home, the weather was of course Mediterranean summer!

John Crump, South Coast Social Secretary

South Coast Rally at 55 Knots Average SOG

We had planned to join the South Coast rally in the Solent, then return to the South West with any South Coast members who were going to venture west. We had allowed several days of contingency to leave Dartmouth to reach Haslar Marina on the Thursday, and if making it to the Solent early would have visited several Solent Harbours including Newtown Creek, which has been on the list for some time, Alan had been there in the 1970’s and wanted to revisit.

As the time got closer the long term forecast did not look good, and with 5 days to go for our earliest departure, force 6 occasional 7 was on the cards for Lyme Bay, so we delayed, then after a couple of days we delayed again, we were now on the latest departure of Wednesday to make Haslar by Thursday.

On the Tuesday the forecast for Wednesday was not looking good, the wind was decreasing but heavy rain and low visibility, we started debating should we go or not, the fact we were talking about the pros and cons of the trip, actually told us we should not go (*a little like if you talk about reefing its probable too late*).

As we were still at home (*Somerset*) we came up with plan “Z” and drove to Gosport, found a cost effective B&B (*without the breakfast*) and joined the Nauticats at the Lightship in Haslar for an excellent meal.

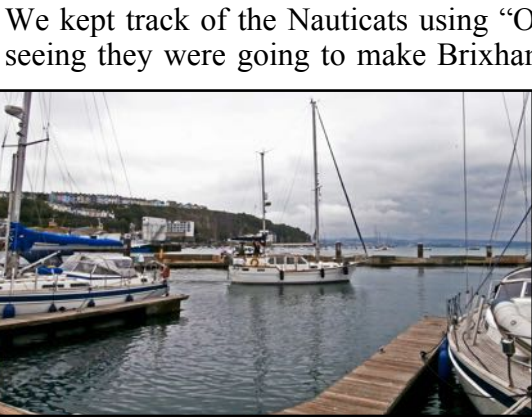


Friday the Nauticat fleet set sail for Yarmouth and we drove to Lymington and as foot passengers took the ferry across to Yarmouth, we could see several of the Nauticats in the harbour as the ferry arrived. We stayed in the Bugle Inn, which was lovely and adjacent to the George where we were eating that evening after the pontoon party.



Note the LED illumination so Maurice can find his way home.

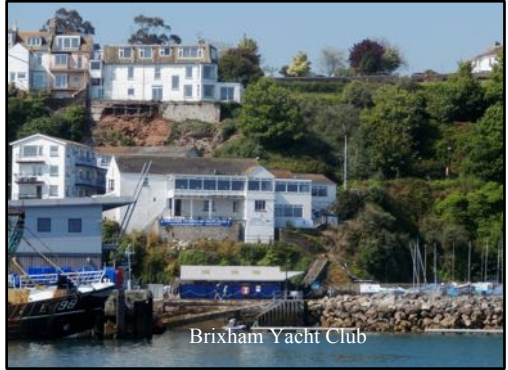
The following morning we had the pleasure of Clive and Stephanie at breakfast, as they were also staying at the Bugle, which they knew well, as they had stayed there over many years. The Nauticats that were going to Weymouth had decided to stay another night in Yarmouth, we were tempted to stay but our car was in a pay and display car park in Lymington and the ticket ran out that day, so we left Yarmouth on the midday ferry, then drove to Dartmouth to get onboard Jennyanydots.



We kept track of the Nauticats using “On the Move” facility and when seeing they were going to make Brixham on the Tuesday, we sailed to Brixham to join them, and enjoyed a couple of evening drinks aboard Nomad of Broughton and Jennyanydots and a meal in the Brixham Yacht Club.

In Brixham marina we saw Tuula, which Clive and Stephanie used to own and during breakfast with them they

said they had lost touch with were Tuula was, so we now know, and she is for sale.



Then unfortunately we had to depart and head back to Dartmouth so we could get home and attend various family events, including Alan's Dad's 97th birthday celebrations.

Hopefully next year we will make the South Coast rally by boat, but our SOG will be a lot slower!

Alan and Theresa

Jennyanydots

Deadline for next issue - 1st December 2017

Copy can be sent by e-mail to:

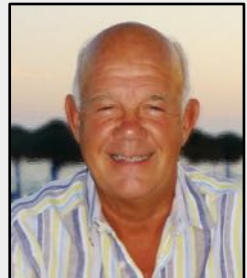
robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

Photographs, including digital, very welcome.



Installing a remote wireless control for your bow thruster.

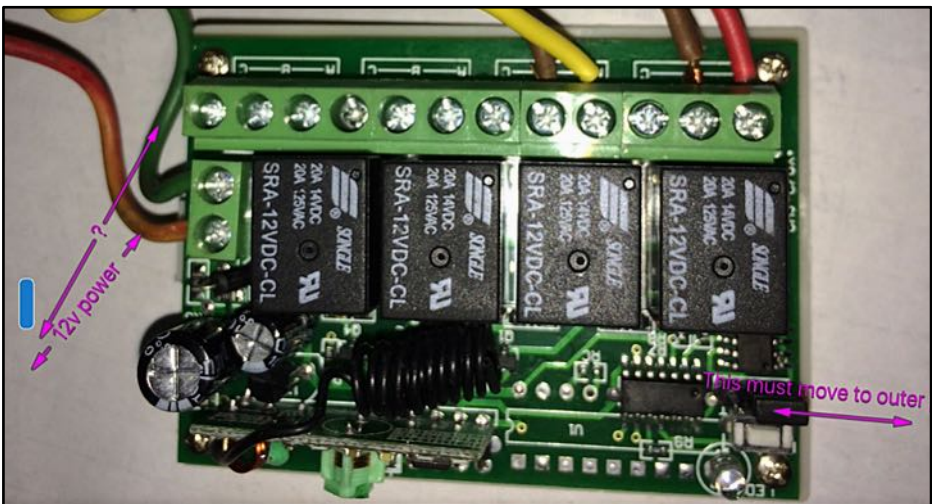
On some makes this can be achieved by buying and fitting a unit supplied by the bow thruster makers, but this can be expensive. The other way is to purchase on ebay a remote relay and fob for less than ten pounds.

This cheap alternative, is not my idea but was written up in one of the sailing magazines by a Mr. R Stone, but when chatting to several members at the AGM it would appear that this article was not seen. I have installed this on Taiva and now when mooring singlehanded, I can step onto the pontoon with the stern rope and am still able to keep the bows alongside using the remote fob.

The relay requires a 12v power source, must be able to handle up to 10 amps, and measures 8cms x 6cms x 3.5cms aprox. If you type in 'wireless remote relay' on ebay this will bring up several types. I chose a four channel, 200m (*this is optimistic*), wireless remote control relay switch transceiver. I chose a four channel unit as I intend to use the other two channels for the anchor windlass. It comes with two fobs, which have to be programmed

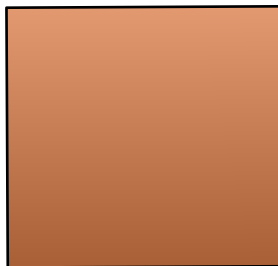
I wired the unit in parallel with my thruster toggle switch. It worked straightaway, but it was set so that I had to press the button again to stop it.

As the instructions supplied were in English translated from, I presume Chinese, they were not very clear, although they did indicate that the buttons on the fob could be set to different modes. After some headscratching and help from a crew member we found there is a resettable dip switch inside the relay box. It is a small black item which has to be lifted off and plugged in a different position. I have indicated this on the picture of the exposed relay unit, the brown wire visible is a necessary bridging link.



The two remote fobs have to be paired with the unit, this is best done with the cover left off the relay, as you have to see the led light up when successfully paired.

Below are the downloaded instructions; as you can see, not very clear!



Features:

It is a learning code wireless remote control switch (*receiver*), the output way, working way can be changed as you like, it is easy to match the transmitter. It has 4 Relays which can make the equipment turn or reverse, on/off and so on. The volume is small and the performance is stable, reliable and high receive sensitivity.

It covers application ranging from simple domestic remote control to autonomous control, like auto door, window, lifting equipment, entrance access, up and down controller, alarm system industrial control and security etc.

These remote controls are designed to control a wide variety of electronic devices with a wireless signal.

Extremely easy to set up and use.

Compatible with 2262 /2260/1527/2240 etc chip and several code wireless remote control. So it can meet someone's need of choosing the wireless remote control as they like to work with it.

Instructions:

1. Press the learning code, the indicator flash, loosen your finger, press any button of the remote control, the indicator flash 2 times and off, it means you learn it successfully .
2. It can learn more than 12 PCS 2262 or 1527 chip with the different code wireless remote control.
3. Remove/clean: press the learning button about 8 seconds, the indicator turns on to off, it means the information that you keep has been removed successfully.

Output working way:

1. Self-lock: Connect the JP1 with the cutting out cap.
2. Jog the cutting out cap is non-occupation, JP1 and JP2 do not connect either.
3. Inter-lock: Connect the JP2 with the Cutting out cap, Jog - press one button is ON, loosen your finger on the same button is OFF (*need one channel switch and one buttons remote control*).

Self-lock: Press one button for one time is ON, press the same button again is OFF. (*need one channel switch and one buttons remote control*).
Inter-lock: Press one button is ON, press another button is OFF (*need one channel switch and 2 buttons remote control*).

Specifications

Receiver:

1. Working voltage : DC12V
2. Quiescent condition : Less than 6mA
3. Working temperature : -40'c+80'c
4. Receiver sensitivity : More than -105dBm
5. Working frequency : 315MHz

Below is a set we have made to work together, so you don't have to care what frequency they are.

6. Output voltage: DC and AC is optional
7. Output current : Less than 3A
8. Max load current: 10A
9. Dimensions: 72mm x 52mm x 26mm

Remote control transmitter:

1. Remote Distance: 200M
2. Operating Voltage: DC 12V
3. Frequency: 315mhz
4. Operating Current: 13 mAh
5. Code Type: Fixed code / Learning code
6. Dimensions: 58 x 39 x 14mm

Package include 2 x Transmitters 1 x Receiver

I have found a side benefit of this adaptation is: If you have a crew member and you retain the fob in the aft cabin, a quick press of the button wakes said crew in the forecabin, (*the thruster is very noisy*), in time to make an early morning cuppa!!!

John Skidmore - Taiva

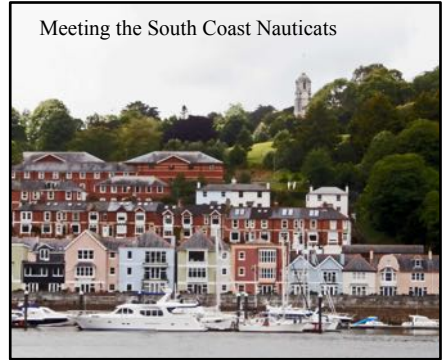
The Crew Member mentioned is the lovely Murry Maxwell whom, I am also sure, helped John Skidmore work all this out. Ed

Jennyanydots Summer Cruise

Having returned home after the South Coast Rally, for various family and hospital appointments we returned to Jennyanydots, we had been monitoring the Nauticats (On the Move) that were in the South West and on our return they were in Dartmouth and had been for many days due to the continuing strong winds, so we met up with them (John & Jean Crump, and John & Jean Rotter and Mollie the dog) for Sunday Lunch in the Floating Bridge, by the Higher Ferry.

As the winds were still forecast to be strong for the following day we all planned to depart on Tuesday to Weymouth for the South Coasters and to Fowey for Jennyanydots.

As we left Dartmouth, we were surprised to find a large cruise ship anchored in the mouth of the river, we not use to seeing these cruise liners, but ports like Dartmouth, Fowey and Falmouth are encouraging them to help the port trade.



The trip from Dartmouth to Fowey is about 8 hours (motor sailing) and was reasonable uneventful other than a close encounter off Plymouth with a Type 23 Frigate heading out to the Eddystone Light House where it commenced high speed sea trails, it was doing tight turns, seeing a ship of this size heeling is odd, I hope they had stowed all the crockery.



We arrived in Fowey, later than we normal do, to find it very busy, all the visitors buoys taken, but we found a tight space on one of the pontoons, basically we had a 36 foot space for a 35 foot boat, not the best boat handling, but with assistance from others we managed to get berthed without and disasters.

The weather was beautiful over the next few days and we just enjoyed Fowey and the local area, we went on a guided town walk of Polruan, walk from Fowey towards Gribben



Head and an excellent meal in the Royal Fowey Yacht Club (made even better with it being happy hour and a half)

We had a leisurely return to Salcombe and spent the next day walking to Overbecks (National Trust) where the gardens along with the super weather made you think it could be the Mediterranean. On walking back we passed Sand Bay, and decided to take the ferry back to Salcombe, they have an interesting contraption to reach the boat on a gradual sloping beach, but it works.

The trip back to the Dart was in glorious weather, we are not used to sailing in shorts and tea shirts, it was lovely, we need more. We went up the River Dart to Dittisham where we had a table booked at the Ferry Boat Inn, another nice meal and the end to our short cruise.



Could be the Mediterranean



English Sailing!



Evening at Dittisham

*Alan and Theresa
Jennyanydots*

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.

Technical Report

We have had some pretty lovely warm weather recently and it certainly has tested the our fridge, also we have even used the bimini as a sun shade not as normal to keep the cockpit dry. Fairly quiet on the technical queries in the last 4 months, which must be a good sign as hopefully everyone is making good use of their boats.

Jennyanydots

Stern Gear

I am still plagued with noises from the stern gear, the spurs rope cutter clicks away, even after replacing most parts at the quick lift weekend. Now we have much more of a grumble and vibration at cruising power (3,000 rpm), it could be the cutlass bearing, however I did changed that four years ago.

Fresh Water pump

After a second winter of removing and overhauling the Par Jabsco pump it was refitted for the season, all seemed well at first. During a peaceful night in Fowey I kept hearing the pump doing a little bust of running, eventual I got up and turned off the pump, it was leaking again and pumping fresh water slowly into the bilge, so out it came again and my emergency pump connected, which is ok if you don't want to run several taps at the same time. The problem is at the bottom of the pump where the metal plate clamps the pulsation damper, the centre hole is not making a good seal. Will have one more try in fitting it back in place.

Queries Received and Information Provided

Wiper Blades

A new member was looking for replacement wiper blades, with the information provided he was successful and bought 6 blades so he has some spares.

The information provided was: 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.

The details for the 15 inch blade are:

ANCO Heavy Duty flat blade part number 51-15, the arm part number is 44-01, available in the USA and on Amazon or from Ryder Fleet Products Ltd, Atlanta, GA 770 277 9629 - about \$5 each.

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

A member has used Rockauto.com and had excellent service, another member has used Woodys Auto.

Starting Issues NC 39

An interesting fault finding exercise, on the starting control system, the fault was intermittent and there were a combination of clues; not starting from inside helm with no sign of life, ignition lights volt meter reading zero, but ignition lights from outside helm, but still not starting. First thoughts was it could be the inside helm starting switch, which has a history of failing and being intermittent, but the volt meter reading zero was odd. The wiring of the control system on Nauticats is general the same, the start control is feed from F26 which also feeds the Volt meter, it transpired the output wire from F26 was loose hence causing the intermittent nature of the fault, tightening the connection fixed the problem.

Taps NC 331

The outside deck shower tap was leaking, so the manufacturer needed to trace the tap. The tap shown in the picture looked like the Oras type fitted on most Nauticats.

In talking to Oras they said it was not one of theirs, and following a bit more research it is made by an Italian company Barka they called it a “Concealed Shower Mixer” in the Kappa range and the good news is they have an agent on Hayling Island Penguin Engineering.



Web Site Technical Discussion Extracts

Fresh Water Problems

I have a Nauticat 321 and I’m experiencing problems with the fresh water system, viz low water pressure at outlet taps, air in the system. There is a small amount of water in the bilges which makes me suspect a water leak somewhere, though despite extensive searches I can find no trace. I fitted a new Jabesco par max 2.9 water pump last autumn.

I had a similar problem last year but the ensuing puddle was fortunately traced back to the pump itself. The technical terms escape me briefly, but all it needed was tightening the screws separating the top from the bottom, which had worked loose and was drawing in air and leaking water. I was sceptical that it was this simple but the pump has performed faultlessly for a year now. It is in use 365 days a year.

Three things to check:

1. Remove each filter on each of the Oras taps in galley and head sinks and clean these little filters, sometimes they are so clogged you will have zero water coming out.
2. Check that Jabsco water filter at inlet side of pup is clean , when you screw the body back on to the filter, put some olive oil on the seal and screw the body on tightly to the cap, then when you press fit the filter back onto the pump make sure connections are tight.
3. If you have a hot water heater and the hot water heater (Isotemp) was winterised, its likely it was drained and is empty of water at the spring start up, it takes 10 -15 minutes to fill the hot water tank from the water being sent into it from the water pump (Jabsco). During this time you will have no water coming out of the sink taps since it is all going to fill the hot water heater. There is an air bleed screw located on the pipe which has the temperature control valve on it, the air bleed screw should be open (turn counter clockwise left) when you are filling the tank, then closed clockwise right after the tank is filled with fresh water. Opening the air bleed when you are trying to get the water out of the tank for winterizing it is much easier with air bleed screw open to allow air to fill in as the water drains out through the drain connector, black round knob located at bottom of tank close to engine heat exchanger feed hoses.

Regarding the fresh water system I have always had a peculiarity that the hot water always comes out fast and strong from both taps, whereas cold water comes out pulsing and a lesser flow.

I find this peculiar because the hot water obviously has a longer pipe route, or maybe that is why? There is no accumulator tank in the system, as installed by Nauticat, and maybe it needs one because it would stop the pulsing?

Gear Shift

Here is an interesting series of posts from the Nauticat Group at yahoo.com (USA) discussing both shifting problem and engine stop solenoid issues:

Engine Stop Solenoid, Neutral Detent Issues:

We have a NC321 which is a very compact vessel, according to our mechanic, in place of the typical Morse shift auctioneering module, ours has an Italian made in-line auctioneering device that mounted to a standoff from the transmission. We do not have the engine disabled from the neutral detents, and probably wish we did. We had three events over a period of months where the transmission locked into forward or reverse

unexpectedly, leading to unwanted antics. The problem was difficult to diagnose since it only appeared when shifting quickly, like during difficult docking or undocking. At first, we blamed ourselves for not verifying the Pilothouse in neutral prior to taking control in the cockpit. After finally getting it to recur in more controlled conditions, we found that there was enough play in the Pilothouse throttle cable (>1/2") that it could respond to the counterforce from the cockpit throttle cable, and move the transmission shifter in the opposite direction of the movement of the cockpit throttle lever. Trying to shift to reverse to arrest forward motion, the transmission would shift into forward and throttling up just accelerated forward motion. We replaced the Pilothouse throttle cable and the available play in the system with the throttle levers in the neutral detent was reduced to less than 1/4". The feel of both throttle levers moving into forward or reverse neutral seems much more distinct and we have not had any recurrence of the shifting issue.

I would also have to agree with wholesale replacement as being a good move. After suffering a throttle cable failure at the outside helm in the middle of dozens of boats in very close proximity during a night time Lighted Ships parade in Seattle, all components except the lockout mechanism were replaced. I upgraded to the best cables available and purchased spares for all five cables in the system. Since replacement, and careful adjustment, we have had zero issues with these controls for several years now.

We can echo the experiences on a NC43 1985 with Lehman SP135. During the first five years of piloting we began to experience engine start issues due to the misalignment of the neutral start lockout switch. Fiddling with them by going all forward and back to neutral would usually get things back in alignment and allow an engine start. Some of the start failures were actually scary as I had simply parked her in the middle of the sea to just take a break and enjoy the view. Eventually the cable on the cockpit location simply failed entirely by breaking.

After it became a regular occurrence, I invested in a throw the baby out with the bathwater solution. We replaced all cables, both hand controls in cockpit and pilothouse and only reused the dual control linkage mounted on the port side of the engine. We use a spray on dry lube on this mechanism when it begins to feel stiffer than we like.

Total investment in parts and labour was ~\$900USD. While I was ordering cables I ordered a spare for each location and added them to my ships stores. The past 3 years we have been trouble free of this issue and the replaced cables and throttle handles are so smooth to engage and disengage.

Winches

I'm thinking about changing the sheet winches on my 331 to Pontos Compacts to ease my poor old back. Does anyone have experience of these? I know Maurice from Old Possum had Pontos winches fitted a year or so ago so I'm sure if you got in touch with him (through the Association) he would be happy to give you some feedback.

I believe Pontos winches are excellent... I'd love some too

Fore Hatch Leak

My fore hatch has developed a leak. After investigation, it appears to be coming in under the flange attached to the deck. The boat is 1990 and I guess the sealant has dried out. Is it screwed down or bolted? If bolted it looks as though I'll need to remove the headlining which as I have found out is virtually impossible without a major rebuild! I was hoping to be able to reseal it easily but I'm now a bit sceptical. Advice would be much appreciated.

I had a leak which ultimately I decided was coming under the teak. As you say dropping the headlining is a nightmare but I used leakcure on the outside on the black sealant and the problem was solved. This is a white liquid which disappears into the smallest crack and seems to seal it. Good luck.

My hatches were all screwed down and actually quite easy to remove and refit.

Information from Members

The following has been provided by one of our members and has been sent to Nautical.

Sliding Doors

We are now back in Greece and have started our summer cruise.

We had an interesting experience yesterday which I wanted to share and also thought it would be worthwhile to inform Nautical as it might have resulted in serious complications.

We were going yesterday towards the Corinth canal in the Gulf of Corinth in a windy situation, force 6/7 mostly downwind. At one point we had to reduce the Genoa sail, and while doing this the sheets were flapping around. One caught the side door handle (actually, it managed to slide between the handle and the door) and ripped the door from its rail. I barely managed to catch it before it was thrown overboard. The wheels were torn apart in the process, but luckily I did not lose any.

Now all is back in place, but imagine having to sail in rougher seas or upwind without a door.

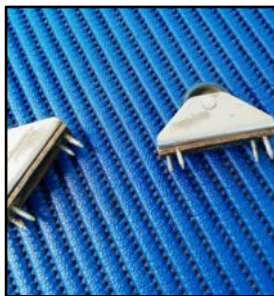
The sheet is 13/14mm thick, which more or less the space between the handle and the door.

In my opinion, it was due to happen sometime or another. After all, there is only 20 cm between the Genoa sheets and the handles on both sides. I suppose the best solution would be to review the handle design.

I hope the photos in appendix will clarify this message.



Rescued Door



Door wheels ripped out



The Culprit

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

Alan Warrell

Technical Secretary

General Secretary & eNews Editor

The Nauticat Association Organization and Guidelines are available to Members on our website: www.nauticatassociation.co.uk

To access them sign in as a Member - select Resources - select Admin. 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).

Nauticats on the move messages.

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. Being shorebound I have much enjoyed and envied following my friends on their “Nauticats’ on the move” messages. If you wish to share your cruising with other Nauticats you can tell them where you are.

Sign up with Richard Wakeham:

admin@nauticatassociation.co.uk

Subject On the Move Text and give him your boat’s name and your mobile phone number.

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

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.

The Cruising Section of the Website: www.nauticatassociation.co.uk contains the latest news on cruising topics. If you have such news please send it to me at: secretary@nauticatassociation.co.uk

The Nauticat Website Forums include a Cruising Forum in which to exchange ideas. To join sign in as a Member and click Forums on the Home Page tabs.

*John Claisse,
General Secretary
secretary@nauticatassociation.co.uk*

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.

Nauticat Association Burgees

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. **£13**

More robust 230gsm double sided logo, roped and toggled. **£27**

Post & packaging. **£2.45**

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

A Painting from France

Beatrice Aliamus, a member of the association, 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 last of which is below.



Beatrice, we all love your paintings. If you have any more 'Nautical' paintings that you would be happy for me to put in our magazine, they would be most welcome.

The Laying up Lunch 2017

Crouchers Hotel & Restaurant

Birdham

West Sussex PO20 7EH

Saturday 4th November 2017



The Laying up Lunch will again be held at Crouchers Hotel & Restaurant which is located almost opposite to the entrance for Chichester Marina on the A286 midway between the A27 & Bracklesham Bay.

The plan is to meet at 12.30 for an aperitif in the bar followed by a 2 course sit down lunch in the adjacent restaurant. Adequate car parking spaces are available within to the Hotel grounds.

While the hotel is only a 5 -10 minute walk from Chichester Marina, transport will be arranged for anyone requiring it. We will email all members advising them of the 2 course meal options prior to the event.

Contact: Rod Cotton

Tel: 01932 824635

cotton_rod@hotmail.com

Nautijen

Model: Nauticat 33 Mark 1 - 1973 Hull Number 147

She is moored on a residential mooring (*By arrangement*) on the Mar Menor near La Manga Murcia Spain.

The rigging was renewed in 2015 as were :
The Perkins 4.236 Diesel engine,
(Reconditioned), The Diesel tanks were replaced with 2 new S/S tanks of 275ltrs each

New gas water heater, New water circulation pump, PSR prop-shaft coupling, New V.H.F. D.S.C. radio,

Lawrance Chart plotter, overhauled Anchor winch.

Gunwales were replaced with 7yr dried Teak.

New Bilge pump + 1 hand bilge pump (Not yet fitted)

New rigging(wires and ropes)

Hull repainted and varnished - (7coats of Tolkinoise varnish)

New S/S diesel tanks which were made to order and fitted (2X 275Ltrs)

All the Samson Posts were replaced

The engine which is a Perkins 4.236 has been reconditioned as follows. The cylinder head was removed and fitted with new valves, springs and rubbers and also replaned. The injectors and pump were serviced by Bosch in Cartagena. A new original Perkins Lift pump was fitted and also a new Original Perkins Starter Motor was Fitted (E1000). After the motor was reassembled all filters were changed as well as the Engine oil which was changed again after 10hrs running.

2 New 185amp/hr batteries were fitted.

All the through hull fittings were replaced as well as all Zinc Anodes.

All this work was done 2015/2016.

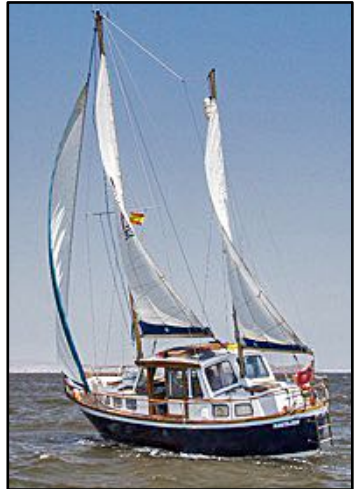
Nautijen is still registered Part 1.

She sails and motors like a new yacht.

Contact Details : Rodney Marsh +34 655538786,

Email : rod.marmarine@gmail.com

Asking Price : £15,000



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 £22,000 ono

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: chrisandjohn.harvey@gmail.com.

Tel: 01508 558446 Mob: 07858418762 / 07762265754

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.

Hightime - 1978 Nauticat Mk2

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

john.jkiddey@gmail.com

Tel: 01803 209401



Boat Details

Vetus Bowthruster (new in 2000)
New stainless steel fuel tanks 2014 (300 ltr each)
Engine loom replaced in 2004
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 (new in 2009)
40 litre calorifier with immersion heater
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 2011

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 kedge 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
Teak rope locker on aft deck
Bimini
Aft dodgers
Boom tent for aft deck area

Future Events

Laying up Lunch

Saturday 4th November 2017

Crouchers Hotel

Birdham, Chichester, PO20 7EH

Annual General Meeting

Saturday 3rd February 2018

Sandbanks Hotel

15 Banks Road, Poole, BH13 7PS

Picture Gallery



An unknown 331 - sailing well

If any member has a picture of their yacht and would like it to appear in the gallery please send it to the editor.