

CAT - A - LOG

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

*There are many ships
for sailing,
On river, sea and lake,
But a Nauticat is really
'The icing on the cake'*



Nauticat Association Newsletter
Issue Number 77
Winter 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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Issue No. 77 Winter 2017

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Chairman's Note

It was good to see so many members at the Laying up luncheon at Chichester and to hear about your summer cruises and the South Coast Rally. I was playing golf recently at my local course overlooking Poole Harbour and the sparkling blue sea in winter sunshine. In spite of a bitterly cold wind I was wishing my Nauticat wasn't cocooned away in the Stockholm Archipelago. Sailing in Sweden following an ice breaker with temperatures going down to minus 25deg c and more wouldn't, I have to admit, be much fun. Marilyn Larthe, our speaker at the next AGM, is no stranger to cold conditions as she has sailed in Alaska. Marilyn will however be talking about warmer climates and her experiences on land and sea while sailing in French Polynesia, an area of blue seas and coral reefs, which most of us can only dream about. Marilyn is a lawyer who practised in London and Los Angeles, is an author and sailor, and lives locally in Dorset.

The AGM is on Saturday 3rd February. It is never just a meeting, but always an enjoyable social occasion, plus the talk, followed by musical entertainment and dinner. Afterwards we usually have a sing song led by our resident entertainer, Maurice Owens. I sincerely hope to see you all there.



Galatea of London, cocooned.

Douglas Addison

Wild Cat to Scotland

For 16 years or so I had been doing most of my sailing in Arthur Ransome's Nancy Blackett, but in 2014, I saw an attractive and spacious ketch sitting on land at Woolverstone where Nancy Blackett is based. She is a 1977



Nauticat 33 Mark 2, very handsome with mahogany superstructure. I fell in love with her and decided it was my last chance to have my own boat. To keep in the Arthur Ransome tradition I renamed her Wild Cat. Problem: she was ashore at Woolverstone and I live in Bristol.

Moving her to Bristol would make access a bit easier so I planned towards sailing her along the South Coast. But I also had an ambition to sail round Britain and I needed

to get on with it (anno domini). It struck me that rather than sailing via Lands End, I should go via the Caledonian Canal and kill two birds with one stone. After two years preparation I felt ready to go in 2017. Since I don't have any regular crew I have been busy recruiting from my friends, colleagues in the Nancy Blackett Trust and from the Cruising Association crewing service; as a result, I have made some very good new friends. I set about planning the first stage of the voyage, target Oban.

In early May a short shakedown cruise took Wild Cat to the Medway and then to Ramsgate before a night passage back to Ipswich to prepare for the night sailing to come. At the end of May, we were ready.

The route was going to be a bit unusual - Ipswich to Bristol via the Netherlands and Scotland. In June and July Nancy Blackett was to spend eight weeks on a visit to the waterways of Zeeland in the South of the Netherlands (*see Classic Sailor Oct/Nov 2017*). As chairman of the Nancy Blackett Trust I was keen to accompany her.



On 4 June with Adam and David as crew, Wild Cat joined the great flotilla of ships of all sizes that accompanied Nancy Blackett down the Orwell to celebrate her departure, and spent Nancy Blackett's first week in Zeeland sailing in company. That week finished in great style in the delightful leafy and quiet Werf marina at Goes where Nancy Blackett's first crew change took place. Adam had to return home from there but



David and I set off northward through the western branch of the mast-up route, stopping at crowded Willemstad, a little harbour north of Gouda and finally Haarlem. From there it is a short passage, delayed by the wait for a motorway bridge, to IJmond. This is a pleasant club marina just north of Haarlem, close to the Nordzeekanal, handy for subsequent departure from Ijmuiden. David and I went our separate ways and left Wild Cat for about six weeks.

At the end of July back to IJmond, with Paul, Keith and Bernard. Unfortunately we were held up by a brief illness and the day's delay meant

we missed a weather window for the planned two day passage to Whitby or Hartlepool. The crew had only a week available so we decided to make the shorter passage to Lowestoft, nevertheless uncomfortable in a SW swell. There I needed time to recruit a new crew, but I was available to help sail Nancy Blackett from Lowestoft to Southwold and Woolverstone, the last lap of her return from the Netherlands.



At the middle of August, John, Martin and Mike joined ship at Lowestoft and we made an excellent overnight passage to Hartlepool, and then next day to Tynemouth where John and Martin left for other commitments. Mike and I took Wild Cat in northwards under power, the winds being very light and generally from the North. We stopped first in Amble marina and then anchored at Holy Island after an enjoyable viewing of the Farne Islands.

Then the interesting fishing and diving port of Eyemouth followed by a night in the dramatic harbour at Dunbar with it's entry through a cleft in high rocks, before a glorious day crossing the Firth of Forth to Arbroath for Wild Cat's next rest.

After a brief dash home for my nephews 60th birthday party in early September, it was back for the coastal passage to Inverness, this time with another new friend, Des. First stop Stonehaven, another lovely fishing and



leisure port, then Peterhead. Next day a ten hour day took us to Lossiemouth, starting in a smooth sea and a strong favourable tide, but round the corner at Fraserburgh the swell was building up and we were glad to relax in the excellent visitor berth at Lossiemouth.

At Inverness old shipmates Fran and Adam joined us for a day of repairs and shopping for food and chandlery. A new fan belt, a new bilge pump

and new genoa track made us ready to set off through the locks to Loch Ness. The wind was firmly against us so the hope of sailing down Loch Ness was dashed, but we enjoyed the dramatic scenery and moored up in private Drumnadrochit harbour close by romantic Urquhart Castle.



Next morning we tried out the hard Bobbin dinghy which we have been carrying on davits all this time. Des who is an experienced dinghy sailor found it much too unstable: it will have to go. Fortunately, we had followed Des in the inflatable as safety boat; we pulled him out (*his life jacket worked!*) And towed the Bobbin back to the harbour.



Then to Fort Augustus which was full of Chinese tourists some of whom came to take photos of Wild Cat. Before passing the locks we went back into Loch Ness to explore along the shore. In full compliance with the law of pure cussedness the wind was against us - even when we turned to return to Fort Augustus for a walk and to buy engine oil ordered from Fort William.

On from Fort Augustus to lunch at anchor in beautiful Loch Oich and then dramatic Loch Lochy, to a peaceful mooring at Gairloch. We admired the beautiful house Telford stayed in when he was building the canal - there's another one like it at Banavie. Finally a short stretch to Neptune's Staircase at Banavie and on to Corpach. Ben Nevis which had its head in the clouds at Gairloch was now clear and magnificent in the sunshine. We filled up with very expensive diesel at Corpach and planned to leave the following morning but the tide was such that the chance of getting out after the lock keeper comes in at 8.30 was remote. We took the chance of a lock opening



to leave that evening to motor down Loch Linnhe with the tide in glorious sunshine, and fine views of Ben Nevis, Morvern and the Corran Narrows. We had planned to stop in Ballachulish Bay but moorings and a bistro in Loch a'Choire attracted us in spite of Reeds cautious "condition unknown" for the moorings. The buoys had recently been re-chained; the bistro, though busy, was able to fit us in and we were well-rewarded.

We were rewarded again by a starlit night and the next morning by beautiful sunlit scenery. The short stretch to Lochaline and favourable if light wind meant we sailed at last, almost drifting downwind with genoa and main goose winged. The new Lochaline Harbour marina proved very convenient for the start of getting the boat ready to leave for the winter so it was the next afternoon that we crossed Loch Linnhe, round the southern end of Lismore to Loch Creran, now without the Bobbin, donated to the local sailing club at Lochaline - I hope they can make use of it. Creran Marine seems a good place to over-winter, with good moorings and a well-sheltered area for the shore-standing.



Sails off, final cleaning, gas and electricity isolated and we're off, taxi to Oban, a farewell meal at the Waterside fish restaurant and then the trains South or in Fran's case, a backpacker's hostel and the ferry to Mull. Now the 2018 season rediscovering the Western Isles is in prospect to savour on winter evenings.

Roger Sturge
Wild Cat

Cruising the Med part deux

A lot of work on the boat over the winter so we were in good shape for a six week cruise from Gruissan east along the French coast, round the Gulf of Genoa to Elba, across to Corsica then back to Gruissan, that was the plan. Experience from last year encouraged us to begin earlier for the cooler weather, lower marina charges and fewer tourists outside the main holiday months which all pointed to May.

The varnish had taken a beating over the winter but with 4Lt of 'Epifanes extra UV' finally sourced, there was ample time to smarten the woodwork before mingling with the Superyachts at the posh end of the coast.

Downsizing / house selling / buying caused a small delay but by 15th we were off. This time it would be just Mrs Theo and me with no 'must do' dates or ports in the calendar. Med experience was beginning to show with the boat well stocked with diesel, bottled water, a new sunshade arrangement, Italian-made prop antifouling and an electronic gizmo to automatically choose 240v when on shore power, the Brits were ready to take on the Med.



About six hours out of Gruissan the French Air Force decided to wish us well with a flypast by the Patrouille de France, how nice of them. Otherwise, the coastline from Gruissan to Marseille is not that interesting so a couple of 12 hour days saw us once again in Frioul island with its overspill marina for crowded Marseille. A shorter leg then took us past the Calanques and onward to the island of Porquerolle - where

Drama Dept intervened in the script.

I had never fallen off a boat in 50 years until now, but being a little fatigué and out of condition, mooring up took its toll. We have found that the Nauticat 33 turns into a beast when manoeuvring in a cross wind and the best way to control it especially when trying to pick up a pendile, is to come in bow first so at least the thruster keeps that end in the right place. But hurrying to get lines on, a loop to few in the wrong place and a slippery coaming on the adjacent boat saw the skipper unexpectedly enjoying an evening dip in the med. Mrs Theo did exactly the right thing and neatly showed the 'Naughtycat' who was the boss while Le Skipperrr scrambled out of the water wet and slightly miffed.

Now, you might think that an observer on the pontoon would be inclined to offer assistance in some way but maybe it was the Blue ensign that upset the

motor yachtsman from Alsace as he commenced to explain that a hitch is the correct way to attach a dock line. Mooring advice continued as a bloody and bruised self climbed up the dock wall breathlessly explaining it was not the way we do it en Grande Bretagne. Further advice flowed which could have resulted in Mr Alsace also enjoying an unexpected immersion in the dock until a barked command by Mrs Alsace saw calm restored and a tactical withdrawal. Are we having fun yet?

So, Porquerolle was struck off our Christmas Card List and we departed early next morning once again under iron topsail. With marinas every 30 miles or so, now we could go as far as we liked, when we liked. But no wind again so autopilot / 5 knots / sunbathing / varnishing became the order of the day on our way to St Raphael.

Cap Camarat is a busy turning point for coastal traffic heading toward the Côte D' Azur and as we approached we were paying attention to a sleek Aussie 70 footer tacking back and forth across our track. As they finally crossed ahead the delivery crew emphatically enforced the 'motor gives way to sail' rule in the heartwarming 'my boat's bigger / faster than yours' Aussie way. Our friends from Alsace passed close by a few minutes later with an impressive wake and several honks on the horn (are they turning / sinking / want to say sorry ????) but a smile and a wave showed we were fellow Mariners at last.

St Raphael vieux port could not take us but the town Marina could and in went. Mrs Theo's childhood holiday spot saw us there 4 days while the wind blew and we enjoyed good facilities, the town, beach and restaurants. Some old friends living locally came for dinner on the aft deck on a warm Mediterranean evening....isn't that what it's all about ?....hard to beat.

Round the corner past Cannes, îles des Madeleines and Nice into Villefranche Marina which is built on the old arsenal used by various navies over the centuries and latterly the U.S. 6th fleet.



Italy next and we were back onto the Imray chart as 'Bloc Notes' run out at the France / Italy border. Not a lot of port / Marina info to go on for Italy, but Imperia looked good and a 10 hour day saw us tied up by very helpful Omaggiatore from the port office. Rumour control had warned us about unofficial cousins of these guys further south who encourage yachtsmen to pay 'gardiennage'

or find themselves adrift just before arriving back after dinner ashore. We had a great time everywhere in the Golfo di Genoa, no problems at all. But how cultured and civilised Italy is! Where else would you find a Town Committee to govern Ice Cream standards?

We stopped worrying about weather, some days not even checking. The 'full on or nothing' winds of our local west France area had changed to sun / calm with occasional puffs early and late in the day. Motor sailing when we could but 1400 rpm / 5-6 knots became the standard and planning speed in this non-tidal part of the world. A stop at a swanky Marina in Loano found vacant berths and Italian yachtsmen complaining of high fees, but the weather was great and the vino great too.

Needing to get across the Gulf meant a 14 hour day to La Spezia. Allowing time for a niceaah mealaah the otheraah sideaah we slipped lines before dawn and motored / motor sailed our way to the 6th (but prettiest) of the Cinque Terra villages, Porto Venere at the entrance to La Spezia harbour.



By now now we were wondering how many more beautiful harbours, friendly welcomes, sunny days and 5 star meals we could handle. Affogato was an astronomic, gastronomic discovery and convinced the skipper that you could have too much of a good thing. Seeing bus loads of Japanese tourists descend on these heavenly spots confirmed that it was time to turn round and head home leaving Corsica for another time.



A variety of marinas are available so we planned to head north up the coast towards Genoa staying close inshore to catch a good view of the famous Cinque Terre villages. Sailing / weather conditions still the same and well presented by the Italian Air Force / Met Office website available on the Internet by mobile phone. Positioning for a dawn swoop into Portofino meant a nightstop

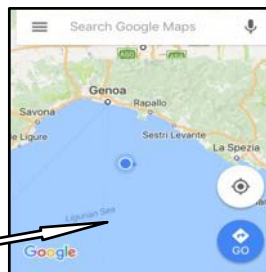
in Chiavari which obliged another affogato ... ok, ok, ... but ya gotta try the one with Marsala wine topping.

No response to a radio call to Portofino to enter, so a nose around between the Superyachts in this chocolate-box beautiful harbour was over by 06.00 - before crossing the Golfo again.



Navigation was of course to a meticulous standard, sometimes like this

and sometimes like this



Loano was once again the destination, partly because Mrs Theo had spotted a retail opportunity in a charming novelty shop in the form of tiny pink boxes, ribbon and sugared almonds to be assembled and presented to guests when leaving no. 2 granddaughter's upcoming christening. The saloon became a little industrial in the days that followed.



Loano in sight and dodging round a supertanker heading for Savona, we had the 'chute up making almost 2 knots when Mrs Theo pointed out a large power boat on constant bearing.

So far not being overly impressed with Med rules re large wake / small boats, Mrs Theo altered course while I dropped the chute. Hmmm..still

on constant bearing, hmmm...looks like grey topsides, hmmm.....looks like a lot of aerials on the wheelhouse and then the 'Oh S--t!' moment when you realise it's the Feds in something probably wearing an Oerlikon or .50 cal at least.

Mrs Theo rushed below for a bit of lippy and a quick brush of the hair (*handsome officer / uniform / suntan routine*) as our new Italian friends loomed over our port



quarter and said something NOT including 'Bongiorno, benvenuti di Italia !'

'Ingesi', responded the skipper with a smile while keeping an eye on the gunner. Officer at the bow responded with 'where is your Flag ?' In perfect English - *which was the clue*. I interpreted this as meaning WHAT is your flag or WHERE is your country. Having been through the explanation of defaced blue ensign many times (are you Australian, Royal Navy etc.....?), I rehearsed the many smug responses available when Mrs Theo, now a vision of loveliness, appeared from below, pointed to the stern and cried 'NED !!!!!' in that loud, matrimonial, attention grabbing way.

Smug thoughts evaporated instantly as the officer really did mean 'WHERE is your flag ?' A bare stern and empty flagstaff socket was now the embarrassing scene to talk our way out of. We guessed that the mizzen sheet flopping about in the fickle wind had caught the ensign and consigned the whole lot to the deep. No national flag in territorial waters / possible people smugglers - where's the old Red Duster when you need it ? – these were lightening speed thoughts as I dived below muttering 'Scusi, Scusi'. Mrs Theo put the face paint and wide smile to good use with a little maritime flirtation across the waves ending with the spare ensign flying from the mizzen topping lift. Phew....., smiles and waves as they roared away. How did the Guardia Finanza spot us from so far away ? Our radio gives the MMSI number when interrogated, maybe a foreign boat coasting along gave them an excuse for a trip out that morning.

Happy landing in Loano a few hours later and after a warm welcome from Marina staff we found a small restaurant in town and enjoyed watching an extended family celebrate granny's birthday. A long day followed to a berth at Fontvielle, tucked under the palace cliff at Monte Carlo, round the corner from Port Hercule, the more recognisable Marina in Monaco.



Mrs Theo's birthday next day so a celebration was called for. There was a small stock of presents and cards previously taken aboard courtesy of our St Raphael friends and a night out on Monaco would hit the spot.

A cocktail on the promenade, a little shopping including some birthday earrings followed by a seafood and steak aboard prepared by yours truly. During the second aperitif on the aft deck it was noticed that a returning dive boat party, then a workboat crew,

judging by their vocal enthusiasm were - curiously - sharing Mrs Theo's birthday too. How nice thought I, until Johan the workboat skipper moored up alongside enquired if I always wore a pink pinny in the evening? Haha. Johan was part of the Dutch crew working on the foundations of the second Monaco cruise liner pier and suggested that a beer later on at the bar across the road would be a good idea. Birthday celebrations continued into the night and as we crept out of Fontvieille next morning Johan was still comfortably curled up on a few lifejackets on his engine hatch.



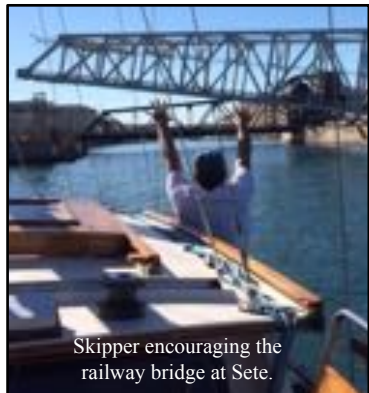
Homeward bound after a refuel in Port Hercule, weather still fickle but St Raphael a comfortable days' worth away. Out of St Raphael on our way to Sausset Les Pins, Cap Camarat again took on a Spaghetti Junction-like manifestation. Dive boats and sports fishers were scattered across the corner like a minefield. We gently threaded our way through only to be overtaken / barged off course by 2 elderly gentlemen and femmes motor sailing a

Beneteau 50 without a care in the world. A couple of glasses of lunchtime Rosé probably made raising their gennaker at this point seem like a good idea but not to us as their bow swung up to windward and missed our flagless stern by not a lot. Divers and fisherfolk carried on Sunday activities with Gallic shrug.

Passing the Calanques we decided there was enough light left to make it to Sausset-Les-Pins and with a good forecast for tomorrow 90 miles direct to Gruissan would finish the trip. But the 90 nms was across the Golfe du Lion and Meteo France was telling porkies. Still, we were on holiday, Marseille was a short train ride away and there was varnishing to do. However, 4 days tied up between 2 French boats does not ease the symptoms of 'Get-home-itis'. We got to know the local shops, markets and port staff and finished with an impromptu pot luck (à la Française) on the Nauticat as the following day's weather was looking good and we all needed to move on.



Still blowing at 0500 but at 0600 the port side French boat left. Mr Meteo France came good at 0800 but we were now late for a daylight passage. Nicely spaced marinas would still allow us to get across the Fos and a good part of the Golfe so off we went - motor again. Our port side overnight friends were heading west like us and we passed them having lunch drifting in the flat, sunny calm. A small current flowing with us along the Camargue dunes improved groundspeed so we decided to continue to Sète for the



Skipper encouraging the railway bridge at Sete.

night. This was not to be when an advance call found all their pontoons were out for refurbishment - we were now a bit stuck. Calm seas and a full moon were encouraging which gave us an ETA Gruissan of midnight, 3 hours after dark. We tied up at the Capitainerie, quaffed a little vin rosé and slept well before docking in our own berth the next morning. Did we have a good trip? Most certainly! All in all, 850 nm not one of which was under sail alone. €1000 + diesel, €800 + fees and 200 + hours on the engine.

To finish the season, we went back to Sète, through the 5 bridges and onto the Etang de Thau for a long weekend. Mussel and oyster farms in the shallow lagoon praised by Rick Stein in his trip along the Canal du Midi. Friends visited, a very fishy meal in a harbour side resto and an earlier than desired return to Gruissan due weather window and bridge opening times. Sails off and engine service in November.

Bon Vent!

Ned & Theo Coackley

Anna

Deadline for next issue - 1st April 2018

Copy can be sent by e-mail to:

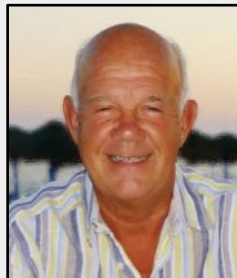
robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

Photographs, including digital, very welcome.



Torqueedo Problems

I purchased a Torqueedo electric outboard from Golden Arrow Marine thinking that I would no longer have to store petrol on board and that it would be quieter and simpler to operate than a petrol one. Also, because the unit comes in three parts, the drive unit, the battery and the handle it is easier to transfer from boat to dinghy.

However, whilst moored on the River Dart, a combination of wind and waves capsized the dinghy with the outboard still attached following which the outboard would not work. I took it back to Golden Arrow Marine who said they would look at it but that the top part of the motor and battery are fully sealed and there should be no ingress of water even when submerged for a short time. They subsequently reported that water had come in through the propeller shaft seals and that a new “Pylon” was required at a total cost of £648 including a new propeller which at some stage had been slightly damaged. They attributed the shaft seal damage to weed around the shaft. The weed could only have got there on the short time on the Dart as prior to that, the propeller and shaft had been inspected for weed.

I asked Golden Arrow if this could be a warranty claim but was refused. I authorised the repair, paid for it and sent a letter to Torqueedo in Germany explaining what had happened and taking issue with Golden Arrow’s diagnosis because the motor was running normally before the capsize and failed immediately after suggesting that the water had come in through the top part of the motor and if the weed was a problem then there is something wrong with the shaft seals. Weed is a natural occurrence in natural waterways where one would use an outboard and if the shaft seals cannot cope with some weed, they are not fit for purpose. I asked them to consider my request for a warranty claim.

I did not receive a reply so re-sent the letter as an e-mail attachment after which I did receive a reply as follows:

“I could not find any problem with the cable gland at the top of the pylon to cause any water ingress. The propeller had also sustained some damage to the blades and the drive pin had sheared. Our guess is that there was some water in the bottom of the pylon coming in from the weed in the seal and it didn’t cause a problem until the motor was tipped upside down and the water got onto the pcb. Regarding the weed, the motor has to be inspected for every use to avoid buildups of weed or fishing line. Therefore we cannot approve this request as a warranty case.

Thank you for your understanding.”

I replied:

“Thank you for your reply. The incident happened on the river Dart. The previous use of the motor had been a few days before in Salcombe Harbour after which the shaft had been checked for weed and fishing line. Any weed around the shaft must have happened on the river Dart shortly before the

capsize. The damage to the propeller had probably occurred on a previous occasion when the motor was run in shallow water. I do not believe that the shear pin was broken as the motor had been running shortly before the incident. In any case, the damage to the propeller and /or shear pin has nothing to do with the shaft seals. I have owned conventional outboards for many years and never had any problem with weed damaging shaft seals. Any natural waterways whether rivers, lakes or the sea are prone to weed. Therefore if an outboard motor's shaft seals cannot cope with that, they are not fit for purpose. You should do some tests and re-design the seals so that they are weed resistant"

I send this twice by e-mail and have not received a reply.

I would suggest that anyone considering the purchase of an electric outboard considers alternative makes such as E propulsion which is based at Hamble Point marina.

John Rotter

Solar Sunroof

Thought you might be interested in this ' Work in Progress' photo of a solar panel I am installing above the sliding hatch on our N33 (521).

We can have too much sun down here on the Med (hah hah, sorry 'bout that !) so a some shade over the perspex hatch is not unwelcome. Posh corner brackets are for camper van roofs and Curly Wurly cable fits nicely in the hatch gutter allowing sliding movement, actual wiring will be attempted during next time aboard.



Ned Coackley

Laying up Lunch

This return visit for our annual laying up lunch at Crouchers Country Hotel was mainly prompted by our experiences last year. The food was excellent, the staff were friendly and accommodating, coupled with the fact that the venue was central for many members

Thirty members attended the lunch (*including Maurice's guest Elsie*) and were snugly seated around a boardroom configuration table, which we have found to be more appropriate for an informal function, such as our annual Laying up Lunch.

Following a brief introduction by Douglas, who outlined his 2017 sailing experiences in the Baltic, we sat down to, yet again, an excellent two course lunch, which was pleasantly swilled down by a choice of red & white wines. At the end of lunch Maurice entertained us with an assorted array of comic quips.

Six of our members stayed the night & those of us berthed in the stable block were treated to a very bright moonlit experience! The following morning we met up again for an excellent & leisurely Sunday morning breakfast.

Primarily due to the inclement weather on Saturday, no members present elected to sail across to the nearby Chichester Marina, but, weather permitting, next year's venue will certainly be an incentive to abandon four wheeled transport!





John Claisse, Mike & Jacky Scott and John Crump



Theresa Warrell and Trevor & Monica Rose



Maurice Owens, Elsie Gouge and Andrew Reed



Steve & Lucy Roberts and Alan & Theresa Warrell



The Warrells and Trevor Rose



Chairman, Douglas Addison, addresses the gathering



Chairman, Jean Crump and John & Ann Skidmore



Maurice Owens, Elsie Gouge and Jean Crump

Rod Cotton

Blok Yachts

We came across this steel boat in Cherbourg in the summer. In our very poor French and his poor English, he told us that the brothers who “Invented” the Nauticat had two versions, one steel and one fibreglass. The steel one was called a Blok. The brothers split up and went their own way. We were told less than ten steel boats were built and only a few more in fibre glass.



Steve & Lucy Roberts - Karvinen

General and Cruising Secretary eNews Editor

The Nauticat Association organization 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*), 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 website also gives Members access to the forums for interchange of information on a variety of topics.

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 or 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.

Meanwhile new Member Andrew Wilson, the owner of Nauticat 33, Mk.2 MAIPURA, berthed in Bangor has volunteered to act as Liaison officer for the area. Next year he plans to cruise the Irish Sea and up to the West coast of Scotland. He has indicated to me that he would like to encourage other Nauticat owners who have their boats and/or live in the Celtic area to socialize and cruise together. Members interested in taking part in such events contact him andrewjonwilson@yahoo.co.uk with a view to discussing plans for 2018.

South Coast Secretary John Crump is arranging a cruise and rally within the Solent area from 14th May to 18th May. Please e-mail John Crump directly at: jrc@seaholme.eu for further information.

Any Member or group of Members planning a cruise and who would like company and/or crew please e-mail Cruising Secretary John Claisse at: 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 Forums include a Cruising Forum in which to exchange ideas. To join in click Forums on the website Home Page tabs.

On the move messages enable Members to inform other Members of where they are and to meet and share their cruising. Sign up with Richard Wakeham by e-mailing: admin@nauticatassociation.co.uk subject 'On the Move Text' and give him your boat's name and your mobile phone number.



Two complimentary Nauticat Badges per yacht are included with this Christmas edition of the Cat-a-Log

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.

Zarzuela Changes Ownership

After a lifetime messing about in boats from aged eight in a wooden, ten foot gunter rigged dinghy, aboard Her Majesty's Ships both large and small, as volunteer crew in Tall Ships and yachts of all sizes. Some fifteen years ago I bought Zarzuela my 1973 Nauticat 33 Mk 1, to enjoy a comfy spacious boat. With berths for seven adults, easy to handle and with a go anywhere at any time capability regardless of wind and tide.



Entering Poole Town Marina on a Blind Week rally with visually impaired crew. There are comfy berths for the full complement of seven. Catering for them in the small galley is a challenge. *(see gallery)*



Winners of a RNSA rally competition with the highest score (198) being the sum of the ages of the boat plus Skipper plus Mate at the time.

I have had many challenging incidents whilst cruising aboard Zarzuela but have never had to call on the help of the RNLI. However, to my shame as a so called experienced skipper, I crossed the

Channel to attend a Nauticat Rally in an Easterly gale despite warnings not to and being the only Nauticat to do so. Two miles East of St. Vaast at 0400 and with a howling on shore wind the engine failed. The French Military Coastguard summoned their rescue service, the SNSM, who ordered us all down below and took us into a berth at St. Vaast in time to join the rally for lunch. Rescuing the crew was free of charge but there was a nominal charge for saving the boat. Crew member Alan Warrell, our Technical Secretary, and a French fishing boat engineer pumped 20 litres of water which had been sucked in through the air vents out of each



fuel tank and had the engine running by lunchtime. Merci et bien fait SNSM.

I am unable to manage Zarzuela any longer but my sadness at having to part with her has been mitigated by the fact that she has been bought by a young lady, Amy Gibson, who plans to refit and renovate her as a live aboard and long distance cruiser (to the Baltic next year). Amy, an offshore wind farm service vessel skipper, will obviously take great care of Zarzuela and, hopefully, join the Association.



John Claisse

Laying-up-Lunch

We really enjoyed the LUL on Saturday 4th November at Crouchers, Chichester. Excellent food, great company and a relaxed atmosphere in which to catch-up with Nauticat friends and hear of their sailing adventures this season. Special thanks to Maurice for entertaining us with his jokes and stories (as only Maurice can!) and, of course, to Rod Cotton for organising this lovely gathering for us all once again. The roses for the ladies were also much appreciated – thank you, Rod!



*Theresa and Alan Warrell
Jennyanydots*

Technical Report - Winter 2017

This morning there is a hard frost outside, it only seems a few days ago that we were enjoying some lovely sunshine between the strong winds, time goes quickly. This year our sailing plans did not go completely to plan, not achieving to reach the Solent by boat, (*we did reach the rally by car*), giving up waiting for a weather window in September and flying to France. During the season several times I found some water on the heads floor, not much, just a bit damp, this had to be fixed, especially when in the heads one night I ended up with cold damp feet. On closer examination I found the flange fitting at the bottom of the toilet pump had a hair line crack. A new pump assembly fixed the problem and cured some other issues with the pump, when it use too lock and judder on occasions.



Queries Received and Information Provided

Nauticat 38 Engine Oil Pressure

I have been plagued by oil pressure problems recently, and I am trying to replace the oil pressure sender, which is proving to be very difficult in Greece. I managed to get hold of one which is identical to the old one (with alarm, 1 to 5 bars), except the thread is not the right one (photo of the new one in attachment). The mechanics here do not seem able to tell me what would be the correct reference. Do you believe you have this information, the engine is a Yanmar 4jh4-the.



The VDO sender, is part number 360 081 039 002, 5 bar, .8 bar warning switch, with a 1/8" NPT thread.

Nauticat 40 Generator

I am in Rhodes in Greece and have a fault with my Westerbeke 6 KVA generator which was fitted by Nauticat when the boat was built. I am told that the whole unit has to be removed to get it fixed, and I wondered if you have any information on how to get it out of the boat. I am very wary of the proposal to lift it out with a hiab as it is not possible to get a straight lift. It seems that there is provision for the removal of an external panel in the wheelhouse roof the size of which suggests the generator would come through it, after taking off the main sheet traveller and the spray hood etc, and taking down the ceiling panels inside which seems to make more sense than attempting to drag it up through the companionway, but before I start stripping it all apart a little help and advice on the procedure would be very

useful if you have it available, or if not maybe you know a dealer or someone who would know ?

As I have no personal knowledge of the details of a NA 40, I asked for help from members with NA 40's and also asked Nauticat, the following information was provided:

We have changed generator in two Nauticats. Our first was a Nauticat 40 where we removed the factory fitted unit and replaced with an Onan 7kva self contained unit. This fitted through companion way (just!) without any structural alterations. More recently we had to replace the generator in our current yacht, a 2008 Nauticat 42. Access wasn't the issue so much as the limited range of units that would fit into the space allocated by Siltala Yachts. We wanted a 9kva unit so as air conditioning and a full range of electrical appliances could be run simultaneously and Paguro was the only 9kva unit that fitted. Once again, was inserted through the companionway without a problem. I am certain you will find that your existing Westerbeke, once stripped to minimise size, will pass through the companionway utilising a hydraulic lift but suggest asking Siltala the question. In my experience they are most helpful. Hoping this helps and that you soon have 220 volt restored.

Thank you very much for that information. The local company I have been dealing with are most helpful, and they are quite confident that the unit will come out of the companionway, my concern has been the prevention of any damage to the boat as they proposed lifting it out with the boat afloat in Rhodes marina, which I have refused to do as there is a constant movement of the boat which is unavoidable. We have however agreed that following any advice I can get from other owners experience, we will take it out when the boat is ashore, and all my measurements confirm that it will come out through the companionway. Maybe I'm just being a bit over cautious, but the thought of damaging this beautiful yacht makes me hesitant, especially when the very laid back Greek approach, it will be ok, we think, seems to be the norm here! Your experience gives me great comfort that it can be done, and I thank you very much for your help.

The generator is always installed at a fairly late stage of the production, so engine, wheelhouse roof etc. have all been installed at that time. The only thing which needs to be taken out, is the sliding entrance hatch, which comes out after the end stoppers of the sliding tracks have been removed. Naturally you need to protect the surroundings when a heavy equipment like generator will be removed, but it should come out from the engine room thru the entrance opening, as it has been installed thru the same opening. Normally we do the lifting with a chain crane from above, but if you have a lifting strop long enough from generator to outside the boat, then you can fix that to a hiab hook, hope you understood.

Best regards NAUTICAT YACHTS OY

Web Site Technical Discussion Extracts

Nauticat 331 Bimini

Moving from the Baltic to the Mediterranean next year and would like to fit a bimini, has anyone got any experience in fitting one.

Yes. We keep our 331 in the Ionian and have had a good big Bimini for about seven years now. It is excellent and essential. We keep our boat in Levkas and it is looked after by Contract Yacht Services. It was made locally and the whole thing was conceived and executed by Contract Yacht Services. We have modified our 331 extensively and raised the mizzen boom by around 15cms and to give good headroom under the Bimini. This did not reduce sailing performance.

The problem is fitting a 4 cornered shade to a 3 cornered boat ! I have seen several versions and none seem to look as if they were meant to be there, that said they sure are useful when sailing in the med as we do on our N33. However, the wheelhouse is a very comfortable place to be when the sun is too much. Our mizzen cover is US style, at more than 1m wide it was already a good shade and fastened fore and aft. We adapted a Kookaburra Sailshade by attaching matching clips and fix it to the opened out mizzen cover. The Sailshade cost me €25 and the clips €10. Good luck !

A NA 33 came with 6 stainless steel posts about 3 ft long, the lower end of each post is welded to a squared hoop that fits over the top handrail and is secured with a stainless steel pin, the tops are fitted with a hook. I have recently made a cockpit boom tent to fit these posts, using canvas to match our stack packs. It is necessary to untie the forward lazy jacks on the mizzen but the cover works perfectly stretched athwart-ships with shock cord ties and tensioned fore and aft with central cords to the mast and the back end of the mizzen boom. Looking forward to trying it in sunny weather next year!

Thanks for all the good advice. My bimini is installed.

Nauticat 33 Mizzen Boom

Is there anyone out there who could help me understand the mizzen height variations on 33 mk2? I went to look at a mk2 yesterday, and the mizzen boom would mean that the outside helm could only be used seated, if all round visibility was required. Others that I have seen from a distance appear to have higher booms

When I commissioned my 37, I had a long and protracted discussion where to have my boom. I wanted it much lower as I'm only 5ft 8in tall and envisaged problems hooking on the main halyard and doing a harbour stow. Kai however was concerned about sail loading and head contact with a lower boom so we compromised and agreed a height which was then sent to Seldon to fix. Thus all vessels will have different boom heights, and expensive to change.

Nauticat 331 Engine

A Yanmar 4JH2DTE engine in my Nauticat 331, the engine develops especially after starting a lot of smoke. It is not blue smoke, rather grey. I assume that the combustion is not good. The compression is ok about 30 bars one injection valve changed, the engine is not using oil. Oil level is ok. Has anybody made the same experiences?

I found we had a bit of smoke after a number of years out of the water. I assumed that it was a little water in the fuel. Let it run for a while and it cleared up.

It could be head gasket leaking, it would get worse when the engine is at normal temp under slight load when water is at highest pressure in the cooling system and fuel/air mix is just becoming rich. Check the compressions in each cylinder, wet and dry and also if you can check how long the pressure stays when the piston is at TDC for each cylinder. This may tell which part of the gasket is leaking. It could also be incorrect setting in the fuel pump, difficult to diagnose and fix, needs a pump engineer with the correct bench test machines- could be expensive.

This last few months has again seen the benefits of the association when members have been able to help each other, collectively our knowledge base continues to increase.

Alan Warrell

Technical Secretary

Set of the Tide

Having sailed both ways through the Needles Channel, this particular time it was different.

I left Weymouth on my own on board Old Possum, my Nauticat 33, heading for Yarmouth. On reaching Anvil Point, three to four hundred yards off, I made course for the Needles Lighthouse. With no wind for sailing and a very favourable tide all seemed well. Distance approximately twelve miles. Satnav out of order.

After about 1½ hours looking ahead I suddenly saw broken water about seventy feet away. In this area broken water means shallow water, I was over the Dolphin Bank, not too far from the dreaded Shambles in this area.

I immediately put the throttle in neutral as I was not going through that broken water. I came about and went on a reciprocal course at full speed as the flooding tide was trying to take me backwards. The broken water was now on port side extending for about 100 yds. After a few minutes there on my port beam at approximately 500 yards was the Needles Channel entrance buoy which had eluded my observation an hour ago, mainly of course owing to the tide taking me well off my set course.

I finally reached the end of the broken water and then headed round for the entrance buoy. On reaching this particular buoy I changed course for a more dignified entrance to the Needles Channel and moored up nicely much later on a pick up buoy outside Yarmouth.

Maurice Owen
Old Possum



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

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 ashore at Ipswich

Full Survey May 2012 available

A bargain at £19,500 ono

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

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

Tel: 01508 558446 Mob: 07858418762 / 07762265754

Tenar - 2002 Nauticat 321



LOA: 10.0 m
Beam: 3.24 m
LWL: 8.30 m
Draft: 1.40 m

Price: £ 119,000 tax paid

Located in Colchester,
Essex, United Kingdom

Contact: Rod Usher

Tel: 01206 751522

Mob: 07760 164 434

rodusher@btinternet.com

Engine

Total Power: 40 HP
Engine Brand: Yanmar
Engine Model: 3JH3E
Engine Hours: 2350
Engine Power: 40 HP
Mileage logged: 12,995 miles
Engine hours: 2350 hours
Hull Material: Fiberglass

Tanks

Fresh Water Tanks: 1 (440 Liters)
Fuel Tanks: 1 (250 Liters)

Accommodations

Number of cabins: 2
Number of heads: 1

Electronics

Navigation center
Plotter
Wind speed and direction
Radar
GPS
Log-speedometer
Autopilot
VHF
Radio

Inside Equipment

Hot water
Oven
Bow thruster
Electric bilge pump
Heating

Outside Equipment/Extras

Cockpit table
Electric windlass

Specification

All original manuals and instructions available in original Nauticat files.
Stainless steel Bruce anchor; additional kedge anchor, fixed in cockpit locker
Electric anchor windlass - Lofrans Tigres
Additional Raymarine ST600R - roving control pad to Raymarine Instruments
New LED deck light
Domestic radio and CD player with 2 speakers
Heater - Airtronic with 4 outlets, including wet locker
3 large batteries - only 1 season old
2 large fitted fire extinguishers
All gas fittings updated to most recent safety specifications
AIS and dedicated laptop with SeaPro chart system, complete with up to date charts: British Isles and Netherlands (both with full coverage)Upgraded Raymarine instruments
Selden furling main in-mast
Cruising chute - North Sails
All running rigging replaced September 2016Bow thruster - SidePower SP55S
Radio antenna (upgraded)
Henderson bilge pumps - one hard wired to battery as a safety precaution
Stern gland - details upgraded to stainless steel
Full set of blue and white crockery, in safe storage cupboards
American Navy Blue hull and white topsides, cleaned and polished annually

Hightime - 1978 Nauticat Mk2

Length: 33 feet

Beam: 10' 7"

Draft: 5' 1"

Construction: GRP

Engine: (new in 2004)

Ford Mermaid 90 HP

Price: £42,500

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

Annual General Meeting
Saturday 3rd February 2018

Sandbanks Hotel
15 Banks Road, Poole, BH13 7PS

South Coast Rally

14th - 18th May 2018

Details to follow early 2018

Picture Gallery



Zarzuela entering Poole Harbour