

CAT - A - LOG

A THRICE YEARLY NEWSLETTER FOR NAUTICAT
ASSOCIATION MEMBERS



An unknown Nauticat underway - looking good



Nauticat Association Newsletter
Issue Number 75
Spring 2017

Nautical Association Merchandise



We now have an extensive range of merchandise.

The range of items can be found at:

<http://www.mill-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. 75 Spring 2017

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Chairman's Note

I am writing this in Sweden after walking the grandchildren to nursery school. The twins are now three years old and great fun. The sun is shining but there is a cold wind, and there is still a little ice-cover on the local lake. I admit to flying here but will return by boat in May.

When you read this, your Nauticat could be afloat and your passages planned. I look back on a very successful AGM weekend in February. Deina Cornell, a remarkable and modest sailor, entertained us with anecdotes about her recent sailing in the Atlantic, Pacific and the North West passage.

Following a great sound from the brass of the Poole Sea scouts, and dinner, we had Maurice to entertain us and lead a sing song. Perhaps most of all members enjoyed a good sociable weekend.

This summer I hope members whenever possible will join the section secretaries in the Solent, West Country, France or the Baltic for part of their summer cruises. My plan is to set sail from Fehmarn in Germany at the beginning May and sail up to Copenhagen before heading to Sweden and all the way to Stockholm, and hopefully to link up with Mike Scott, the Baltic section secretary. A balance of sailing, socialising and sightseeing is usually the basis for a Nauticat cruise so please join fellow members and have a good time. I wish you all fair winds in the summer and look forward to hearing about your adventures at the lying up lunch on 4th November at Crosschers Hotel, Chichester.

Douglas Addison



Deadline for next issue - 1st August 2017

Copy can be sent by e-mail to:

rob@donoghues@aol.com

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7PL.

Photographs, including digital, very welcome.



The Annual General Meeting

I am sitting at home on Monday morning writing this after a very good AGM weekend. The AGM is really a very small part, albeit important part, of the weekend where we meet old and new friends.



Seventeen of us turned up for dinner on Friday night, an informal get together in the main restaurant. The food and accommodation at Sandbanks is excellent so everyone so far has settled in and enjoying themselves. Outside was a stormy night so the sea, which is a stones throw from our rooms, was spectacular - not a night to be out in a Nauticat.

Saturday dawned sunny and calm which gave us a chance for a walk along the beach and a coffee at one of the beach cafes. The second contingent arrived to check in and enjoy lunch in the bar before attending the AGM.



Mike Scott - Richard Wadsworth - Paul Green - John Baxter - Paul Knight - Helen O'Driscoll
John Clavin - Douglas Johnson - Allan Warrill - John Cramp

Forty-one members sat down for the formal part of the weekend where finances, membership, future plans and venues were all discussed.

A tea/coffee break then a very good talk by Doina Cornell on sailing the inside passage with her famous father Jimmy Cornell. Being a Solent sailor I am in awe of the huge passages Doina has made over many years.

There never seems to be enough time! With the talk over it is back to our rooms to get dressed for the dinner. We meet in the bar at six for a complimentary drink hosted by our Chairman then into the Conservatory

where forty-six of us sat down for dinner. It had been arranged that prior to dinner there would be a forty-five-minute performance by the Poole Sea Cadet Brass Band complete with a corps of drums. They performed at last years dinner and this year they were even better. A solo saxophone performance by members' Rod & Annabelle Cotton's fourteen-year-old granddaughter was beautiful.



An amusing moment organized by the band master was when he invited any member to come and conduct the Sailors Hornpipe. Well who should volunteer, none other than our resident song and dance man, Maurice Owens. A very funny moment as the band completely ignored the conductor.

A very good three course dinner was then served followed by a few jokes from Maurice Owens who by special request told his joke about the two parrots. It's no good me writing it down you have to come to one of our functions to enjoy it - I'm sure he'll be doing it again.

More pictures from the weekend.



A 'Top Team' - they finally get it working



Reflexions of a Bygone Age - by Rod Cotton

Before writing this article it was necessary for me to delve deep into my memory bank at least seven decades. While it is generally recognised that our memories have a tendency, over the course of time, to eradicate, or at least put on a back burner, those experiences that we judge to have been distasteful or unpleasant, it does lead us to view past experiences through rose tinted glasses. So assuming the reader accepts this fact, we move on.

Like many infants, I was born at quite a young age, to be precise, on 26th December in the middle of the Second World War. My mother would have certainly had her Christmas ruined by my inconvenient arrival at this time! I had no recollection of any falling bombs or other general un-pleasantness that we associate with times of conflict; probably because we lived in the outskirts of a Midlands town, bordering on the Warwickshire countryside.

My first clear recollection, was of me standing up in my cot and attempting to locate the sound of a steam whistle drifting into my small bedroom via an open window. Our home was situated at the end of a cul-de-sac where I could see straight down our short road, across an open field onto a railway embankment which was about half a mile distant from my bedroom.

I must have been about 2 years old when I first become aware of railways. This awareness was certainly enhanced when I was left for a short time, in my push chair outside a parade of shops, while my mother went shopping. This was very close to the railway and I distinctly remember seeing, through my two-year-old child's eyes, a snorting & hissing monster, belching out clouds of steam and smoke. I had seen my first railway locomotive! Some months later, one of my aunts took me on a bus ride to our local railway station to watch the trains. Following that afternoon I was definitely 'hooked' on railways, particularly steam locomotives.

Over the next year or so, children's books on trains began to appear in the house, along with a toy loco, which I insisted came to bed with me each evening!

I remember always wishing to help my parents with household and gardening chores. You will I'm sure recall the phrase 'The road to disaster is paved with good intentions'. Well I certainly had a few of these. They may not accurately be described as ending in disaster, but perhaps child sized disasters! The vacuum cleaner incident could clearly be described as one of these incidents:

I was watching my mother vacuuming upstairs with the old type of cylinder cleaner, when the doorbell rang. My mother switched off the device & went downstairs to answer the door and while she was away I decided to continue vacuuming. Firstly, switching the machine on, I then looked around for

some cleaning to do, and noticed that the cleaning suction head nozzle had been fitted. I targeted the toilet bowl and very efficiently emptied it in just a few seconds!

I clearly recall the uncomfortable "indigestion" type noise emanating from the cleaner and then, suddenly, with a flash, bang and puff of smoke the vacuum cleaner fell silent! If I recall correctly, the small 3 pin, 5 amp plugs used in the 1940's weren't fitted with fuses. Perhaps it was taken to a vacuum cleaner hospital for surgery or more likely would have been despatched to an appropriate undertaker!

When a replacement vacuum cleaner appeared on the scene, it was kept under lock and key!

Then there was the pruning incident: my father was always a keen gardener and enjoyed flower growing. Amongst his prize possessions was a well-tended clematis which he was carefully training to surround of the porch of our south facing home.

One Sunday, I had been watching my father carefully prune the rose bed in our front garden. The following day when he was away from the home, I decided, as a good will gesture, to continue with the good work that he had commenced the previous day. After failing to locate his pruning secateurs, which he had wisely removed from my reach, I happened to come across a ball peen hammer in the garage which could do the work of a pair of secateurs, but possibly not as cleanly!

Armed with the hammer I soon identified my victim! Yes, it was the well-tended front porch clematis. By hammering the stalk, about 4 inches above the ground and crushing it, where it sat against the wall I would be able to undertake an excellent pruning job! When I proudly told my mother, she was clearly a little upset & made me promise not to tell my father. Some days later I overheard my parents talking about the clematis "incident" to which my mother was suggesting to my Father the probable causes of this agricultural accident: for example, a fox or next door cat!

Of these incidents, by far the most potentially serious, concerned our family car, my father's pride & joy, a Standard 8 saloon. Now I'm sure you know Henry Ford's response, when asked why he only manufactured black cars: his response was that you can have one of his vehicles in any colour you wished, as long as it was black! Well I'm sure the same was true regarding our Standard 8 in the 1940's, they all came in black: however, nobody foresaw what was about to happen to Frank Cotton's family saloon!

I must have been a little over 3 years old and it was a warm summer's Sunday morning. My father had been making me a hobby horse at the time. You know, an imitation horse's head mounted onto a wooden pole (a broom

handle) with a pair of small wheels attached at the lower end of the pole, which had about 8 inches cut off its length in order to make a cross bar attached to the head.

We were both in the garage where I was watching my father paint the finished toy. It happened to be a tin of post office red paint. Our neighbour came to discuss an infestation of black fly on his roses and it was agreed that my father would come over to help him, when he had finished painting the hobby horse.

With the newly painted toy safely placed out of my reach, my father then left the garage to visit the neighbour, but he made the fatal mistake of leaving the opened tin of paint + brush on the work bench!

Now, as I previously mentioned I was always ready to help out my parents with any tasks in & around the house, but unfortunately, on this occasion our Standard 8 saloon fell victim to a 3-year-old boy's misguided aspiration to help! Closest to hand was the front offside wheel arch, which until then had been part of our pristine Standard 8 family saloon. Henry Ford would, I'm sure, have turned in his grave when I daubed the first coat of post office red paint on the front wing.

I was completely obsessed with this painting task, but I do recall having some problems attempting to paint over one of the Lucas, chrome plated side lights, which was mounted on either side of the front wings. The red paint didn't appear to adhere very well to the chrome plating of the side light, in spite of me daubing it with several coats of paint. The paint just dripped off the light & ran down a previously unpainted part of the wing.

You can probably just imagine the state that the off side wing and I were in after a few minutes of this paint over job! Psychedelic Art would clearly have had nothing to compare with the front offside wing of our Standard 8 family saloon. I recall, at this stage of the repaint job, beginning to wonder about the magnitude of the task I had just embarked on. It had also crossed my mind that my father wouldn't be totally over impressed with my car improvement programme! Anyway, at this stage of the proceeding I was rapidly losing interest in my artistic endeavours.....

On the misapprehension that "two wrongs make a right" I had an idea of how to make amends with my father! This idea would certainly, or so I thought, redeem me in the eyes of my parent. My idea, was that I would paint him a steam engine on the offside front door of the car.

I set to this artistic creation with relish, - the engine had plenty of wheels and was engulfed in steam and smoke, some of which spilled over the driver's window. Realising steam and smoke were an essential part of any railway

painting depicting locomotives, I was rather handicapped in the colour options for this art work! To misquote Henry Ford again 'You can have smoke and steam in any colour you wish: provided it is in post office red' With this redemption task now completed, I proudly went into the garden to fetch my father, who was still talking roses to our neighbour. 'Look at the car, I have painted it!' I have never seen my father move so fast! He returned to the garage in seconds. Predictably, he was not amused with my artistic creations, to say the least, but very fortunately he carried a spare can of petrol in the car and this saved the day together with a copious supply of rags and an hour or two of elbow grease! Unfortunately, the wing mounted side light couldn't be saved and so was replaced a few days after the crime was committed.

When I was 6 years old the family relocated to East Kent - I'm sure the population of the Midlands gave a sign of the relief when they heard this news!



Rod Cotton.



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.

Ned & Theo Coakley's Med Cruise

This trip had been a long time coming. 5 years since we bought the boat, 3 years since the canals journey from the North Sea to the Mediterranean, 2 years since the new spars were raised and a year since I caught up with my wife in retirement. Last Feb saw a tick in the box when after a couple of weeks in Antigua, the crew came back with Day Skipper and Competent Crew tickets which would get us past the Feds in neighbouring Spain and Italy. So.....no excuses now !

The plan was to cruise from our berth at Gruissan east along the French coast to the Côte d'Azur - with a side trip to Corsica if the weather was OK - in the Mediterranean sunshine, easy, right ? We knew from living in France that most of Euland heads for the Med during school / factory hols which combined with 30+ temperatures makes it attractive for some but not if you are looking for an o/night marina berth, a quiet little bar, a puff of wind or a little shade. So we decided this outing was to be May / June with an Autumn trip the other way (*Spain*) in September. But, life gets in the way (+ a little work) which allowed a 4 week trip in June and July



An empty forward cabin and a few ancient mariner mates hearing about the trip found Nick planning to join us for a week from Marseille / Frioul and swapping with Pete in Nice for the trip back.

So Mrs Theo and me stocked up, fuelled up, checked up and off we went for a 6 hour trip to Sete.

This fishing / ferry port is at the entrance to the Etang du Thau, a lagoon famous for oyster and mussel farming and a few cracking restaurants seen on TV when Rick Stein passed through on a peniche. Old friends John and Ann met us for dinner on the quayside next to the water jousting section of



the canal between the bridges.

By now we were beginning to *not* rely too much on Meteo France for accuracy nor consistency of wind / waves / swell in the Golfe du Lions. Those Lions can roar, really roar and out of nowhere. Land / sea breeze, high temps, weather systems trying to find their way around the Pyrenees, all make it very necessary to keep a close eye on what the Met man says - and revises in the very short term.

We were aiming for 8 hour days bearing in mind weather, bolt holes, Marina size and facilities etc., so a convenient next stop was Ste Marie de la Mer. The church tower for Ste Marie was seen 'hull down' many miles before the harbour mouth which we entered after another day motoring against the easterlies. The old church is a pilgrimage centre for gypsies who take over the town for a week. Small marina, piles but the best shower block on the whole trip. Marseille Vieux Port was next but a passing Brit suggested it would be too crowded, noisy, expensive and possibly *not* too secure and suggested Frioul on an island off Marseille.



We managed a little motor sailing on this leg, more motor than sail and no hanging about across the Bouche du Rhone which is a French version of the approach to Southampton Water. Nice gentle day, and a Capitainerie RIB to shepherd us in under the protective wall joining the 2 islands. Trouble was, they got the forecast wind 90 degs out which put us side on to an F7. Hmmm, lovely

spot though, cheap but the worst shower block on the trip.

We collected Nick from Marseille station, had a few beers amongst the Hungary / Iceland football fans in the Vieux Port and got the ferry back to Frioul. Nick's 'Must Do' was to collect the fresh baguette every morning so after this ritual, we set off intending to give him a gentle entry into Med sailing....which again meant motoring under blue skies on calm seas.

This 50 m wide passage seemed opportune to cut a large corner on our way to Port Mioux which brought us inshore to enjoy the cliffs and bays of the Calanques. Quiet busy here, lots of boats travelling up and down the coast.

Adjacent to Cassis, Port Mioux was a delight, a hidden gem. A seemingly blind bay hides a sharp turn to starboard and opens out into a narrow, mile



long Calanque complete with small Marina and moorings. Lunch stop - for Nick, first day and all that.... so out came the shiny new barbecue by 'Asado' into which I placed the disposable picnic barbecue.....splash....into the clear blue Med! The frame is slightly too wide for standard size charcoal trays we discovered. Still, Nick being part-farmer soon cobbled bits of wet grill into a support for the spare barby tray. Game on again!



Night stop a few miles down the coast at La Ciotat which was previously a tanker building shipyard and now services Superyachts. Our visit coincided with the nationwide Fete de la Musique on June 21, the promenade was closed off, full of bands and the whole town enjoying itself in the warm air.

Onward towards the Côte d'Azur via Porquerolle. A group of islands off Hyeres with P the largest. A marina, small town, ferries to the mainland, four vineyards with their own salty AOC but lousy showers...Code to get in after you have paid Marina charge then token (bought at tourist office - who knew that ?) only to find Mrs Theo's slot machine broken *after putting the token in!* But a nice place which we planned to visit on the return leg.

Next stop St Raphael Vieux Port with quick fly-by of the harbour at St Tropez for Nick en route. Now we really were in Superyacht country. On the way we managed to find enough wind to get the brand new chute out for the very first time.

Advice to stay in Vieux Ports if there was a choice proved correct again as we were the only visitor. For old times sake we took breakfast at the Excelsior Hotel on the promenade just as Mrs Theo had done centuries ago with her holidaying parents.. Oh, excellent shower block all to ourselves at the revamped Vieux port.



'Gentlemans' hours were still being followed - after Nick had sourced the baguettes up some backstreet.... And another gentle day of motor sailing to the magnificent Baie des Anges.

Small detour to pass between the islands and inspect the Nicoises enjoying their Sunday afloat. No space to drop anchor but a smile when an enterprising moored cat sailor advertised 'PIZZA' on his main with a Phone number on the jib. Nice view of the J Class 'Endeavour' as she passed in front bare headed followed by a swerve to port to salute another N33 on the

opposite track.

Cap Ferat not far away and fuelled by determination to spend at least one night at anchor confirmed Villefranche as the easternmost point of the trip.



The most beautiful, perfect anchorage.....well it must be close to the top.

Dinghy to the quay, a beer or two and back for a barby amongst some magnificent sailing yachts. 65th birthday next day and an early morning swim....no, not going to show that photo.

A little roly polly during the night, not first choice for the crew so up anchor and across the bay to be closer to Nice Airport for the crew swap.

The Marina at St Laurent du Var - lousy showers - was average at best but has good transport to Nice Airport, the beaches, Promenades des Anglais and Vieux Nice. Birthday dinner amongst the England / Iceland football fans - yes, *that match*.



Mrs Theo and me enjoyed an afternoon in Cannes while Nick got a final toasting in the Nice sunshine before we said Au Revoir to him and Bonjour to Pete within an hour of each other. God bless Easyjet ! No time to waste, not here to enjoy himself Pete was informed.....and off we went across Baie de Cannes to La Figurette to get a few miles under our belt.

Having just retired from flying it was a little nostalgic to pass under the jets landing at Nice and watch them making the complicated approach that I had done so many times, but my old company was keeping me current to collect new aircraft from the factory in Montreal and one was overdue.....I'd been letting

them know where I was in case of a 'shout' but.....HmMMM....you know that feeling.....?

La Figurette was hard to see in the failing light, we missed the shower block times but it was a nice quiet spot and I was glad Pete had a few hours to get used to the boat. After quickly paying fees in the morning - back to the boat for the insurance papers - really....? we were off for a long day to Porquerolle. Breakfast at sea (yup, more motor sailing).

We were the furthest from any airport on the whole trip when the phone rang. 'Hi, can you go and get the jet, please'. 'OK, when?' 'Tomorrow'.

'*!*!*! 'Of course I'll call you back in 10'.....

Some rapid chart and Michelin map reading deduced that Hyeres Marina was on the end of the Toulon runway.... (someone was smiling at us) and the deal was done, an email ticket to Montreal from Toulon via Paris soon followed. Hyeres was unfortunately full so Lalandes Les Maures took the boat for 3 days while I enjoyed flying the brand new Global Express from Canada to the head office in Malta.



Meanwhile, back on the beach, Mrs Theo had been following Monsieur Meteo France and decided that 2 old codgers who had been sailing together for 50 years could probably handle the said vessel back to Gruissan without her - especially as F 5-7 on the nose was forecast. So the

decky / cook / provider of tea and good ideas jumped ship and headed back to Toulouse via a French invention called 'Bla Bla Car'. Somewhere between between Uber and car-pooling, check it out.

So fond farewells in the Marina car park, a swift espresso with Le Crew and off we went. 4-5 in the bay was one thing, round the corner towards Toulon was another. Green water over the bow, slippery yachts with verrrrry small sails set screaming past heading for shelter, short, 2m waves and plans to make Port Mioux in shreds. 'Where's the nearest without going back?' we said, Saint Mandrier before Toulon was decided, so the Lehman chugged on for a couple more hours until we came into the lee of the Rade de Toulon and tied up in peace and quiet on the ponton d' accueil. Phew



Marina in the foreground, French naval base in the distance and a retired destroyer by Saint Mandrier entrance.

After an early start and a short but demanding trip we had the afternoon and evening in Saint Mandrier, and what a nice place it is. A small beach 50m from the

berth, very friendly and helpful Capitainerie staff and a great shower block. The carrier Charles de Gaulle was in harbour as well as a US Navy assault ship to celebrate French assistance during the War of Independence. Shops and restaurants all around the harbour and free Zumba classes on the Place which will encourage Mrs Theo to visit next year.



Good forecast for next day but well behind schedule meant an early start for a long day. 16 hours after leaving we tied up again in Ste Marie de la Mer at 2100. The resto across the street served us a a buffalo steak which finished off a good day.

Some urgency to get back as Pete had a Jet 2 flight booked to Manchester via chez nous in Toulouse and a date with a stage start of the Tour de France in our local market town. So off early again motor sailing past Port Camargue and the entrance to the canal to

Aigues Morte which was the embarkation port for the 4th crusade. Monsieur Meteo got his times wrong again and we noticed the wind gradually increasing as Sete rose over the horizon. From F2 headwind to F6 in 2 hours was enough to make Sete a stopover with some difficulty berthing such that the thruster could not hold the bow in line.

John and Anne arrived to take us out for Chipperones and cold white wine at a beach restaurant and the world began to look a better place.

One day back to Gruissan, a fair wind for once so 5 sails up between Sete and Agde.....where the wind went on holiday. Gruissan in sight 20 mile away so motor on again as the land breeze picked up. From zero to F 5 in 2 hours again and a bash back into Gruissan with the occasional big one giving the decks a coat of salt.



Gruissan, the Circulade with the Barberousse in the centre.

400 + miles, 20-30 miles under sail, some great places and a lot of fun. Corsica was dropped as it would have meant 200 miles motor sailing at best and the September Spanish trip was reduced to a day sail from Gruissan. Son and daughter-in-law decided to visit but being expectant and prone to

Mal de Mer, discretion prevailed. Spain will be there next year.



Grey day off Gruissan - en famille.



Anchored in Villefranche.

'Bon vent', as they in these 'ere parts.

Ned & Theo Coakley

Technical Report

As I write this report spring is definitely in the air, a bright sunny day, pleasantly warm in the sun day and I just hope it's like this in a few weeks' time when Jennyanydots comes out of the water for a "Quick Lift" weekend, when I have a long list of jobs to complete.

As reported at the Nauticat AGM, there is a definite trend in members using the web site and forum to resolve issues and to gain knowledge from other members, so in this Cat-a-Log as well as providing some of the technical issues I have dealt with, I have also given a couple of examples of some of the technical issues discussed on the web site.

Jennyanydots

AIS Aerial

In the last Cat-a-Log I reported that it appeared the AIS VHF Helix aerial mounted on the stern of the boat had failed, and following several tests using an emergency antenna, connecting it to the various in line connections in the cables, as it took a tortuous route from the inside helm to the pushpit, this confirmed the diagnosis. So armed with a new aerial I set about to change it, not looking forward to getting the cable through the wind generator pole, which had been original done with the pole in my garage! In the head lining

of the rear cabin I had fitted a small inspection cover under the deck gland fitting, to allow access to the various cables and their connectors, removing the connector from the AIS VHF antenna to facilitate pulling the cable through the gland, I noticed the solder in the connector did not look good, so as a last attempt I balanced on the aft cabin berth and re soldered the connection through the small inspection hatch in the roof lining, bingo it worked, so I have a spare VHF antenna in my come in handy store now.

GPS AIS Receiver

Throughout last season the GPS receiver for the Raymarine 650 ASIS system sat on a short length of domestic waste water pipe, wedged between the chart plotter and the VHF radio, it worked fine but looked a bit "Heath Robinson" so this winter I have fitted it on the roof of the deck saloon and the cable runs with the mast cables to the inside wheel position.

Radar

As the current radar (Autohelm RL9) is becoming harder to see the display, the plan over the last 2 years was to move towards changing the radar to the Raymarine Quantum, utilising the A95 chart plotter, fitted last year, as the display. Owing to the weaker pound the price has risen a good 20% to 25%, so I am still debating if I should go ahead with the last step of the upgrade or delay awhile, hoping I can still see and interpret the display for another season.

Water Pump

Last winter I serviced the fresh water pump, a Jabsco 36950 belt driven, to fix a leak and to replace the dampening parts to hopefully make the pump a little quieter, which worked for a while. This also caused the loss of a full tank of fresh water into the bilge when the outlet pipe came off. Bearing this in mind I checked the pump connections this winter and for signs of leaks, which there were, so the pump is back home again for another attempt at servicing, this time I will double check the pipe connections on refitting.

Water cooling hose - Measure Carefully

I noticed the cooling water hose which goes via the vent to the exhaust was showing signs of the outer rubber starting to crack, knowing that the hose is not cheap, I thought I had carefully measured length using a length of string, but the pipe pass through the floor in the saloon, which I allowed about 3cm, but it turn out the floor is more like 10cm, as it contains a layer of insulation. The new pipe fits but only by re-routing it, another lesson learnt!

Queries Received and Information Provided

Main Distribution Fuses

Finding a replacement for the main fuses, like the anchor winch which on a N37 2002 was an Ebamat gL 125 A 0636/21 IEC 269.

Ebamat fuses are a German fuses hence not so easy to find in UK, but there

are several equivalent manufactures, Siemens, Mersen and SIBA, Radio Spares or now known as just RS stock a comprehensive range, The fuse is 125 amps and there are several physical sizes, you need to know the overall length, typically it could be 80mm, 125mm or 135mm, if you know the length I could give you the RS stock number.

As an example Siemens (RS cat no. 397-430) is 80mm long and about £5.

Gate Catch

Sourcing a replacement stainless steel gate catch or hinge on the Nauticat guard rails is not easy as Nauticat fabricate them or have them made to order, they will supply them as spares, but expensive with shipping etc. The only other alternative is to find a stainless steel fabrication workshop to repair or make a copy.



Rotting Bow Wood NC 33

This request was sent to Nauticat;

This Nauticat 33 has suffered decay to the timber under the front teak capping as shown on the attached photos 'general view' and 'port end cap'. The bowsprit and front horseshoe shaped teak capping have been removed and a split along the foremost end of the capping is being repaired. The stainless bowsprit fixing bolts were bent suggesting it could have been involved in a collision in the past.

Are you able to advise what has caused this and how it should be repaired to ensure structural strength for the bowsprit.



Nauticat Reply

Thank you for your e-mail. The Nauticat 33 was originally sold to mid Finland, very cold and wet climate. It looks like the wood has been very wet and frozen many times a year.

The best is to take all the rotten wood off and replace with new teak wood.

It is a job for a real boat yard carpenter. The photos do not show the bent bowsprit bolts, but you need a professional to check if they must be changed.

With best regards,

NAUTICAT YACHTS OY

Kaj Gustafsson

Water Heaters NC 33

Planning a replacement of my hot water system for my 1978 Mk. 11 Nauticat 33.

Currently fitted is a Junker gas water heater in galley which is operative but now banned from further use by my Insurers. I have been recommended to fit a Calorifier type system to the engine.

I understand Nauticat ceased about 20 years ago fitting Raritan systems and now instead fit ISO Temp supplied by Webasto Marine. Another type is Hotpot supplied by A.S.A.P Supplies Ltd.

My engine is the marinised Ford installation No.S 656215 .

I need to find out can this engine type be supplied with the installation kit for the Calorifier System.

Do you know if other owners have these fitted and if so what capacity is recommended for the Nauticat 33 and where fitted in the engine compartment and what water capacity. They range from 24 litre to 90 litre. Accordingly based on these capacities, they can be large items and space requirement may deny only the small types.

In considering the replacement of the old gas water heater, there are three phases:

Calorifier

Select a suitable location in the boat to fit a calorifier, taking into account that it will need to be connected to the engine. There is a range of calorifiers, the one you mentioned Raritan was used by Nauticat but in recent times Webasto is more likely to have been used. The information on the calorifiers is:

Raritan Engineering has a UK distributors; Lee Sanitation in Warwickshire, www.leesan.com these folk are usually helpful.

There is some other manufactures: Surejust, www.surecal.co.uk.

Webasto, Isotherm range (commonly used on Nauticats now), www.webasto.com

Aquafax, 3 models Aquafax, Sigmar & Termionox, www.aquafax.co.uk .

All of the above are available from most chandleries.

Engine

Need to find how to tap into the engine cooling system to run two pipes to

the calorifer, this will depend on the detail of the engine and who provided the marinisation of the engine.

Domestic Water Piping

In simple terms the input pipe to the gas water heater along with the outlet from the heater to the taps etc have to be connected to the calorifer, this will depend on how the pipe work is run, and how accessible they are, without having to take apart to much interior woodwork.

Seahorsepower, provided a quote of £68 plus VAT and shipping for a kit (Lehman D1496)

Web Site Technical Discussions

Charging

I want to move the boat to a harbour mooring, but need a way to keep the batteries charged. Does anyone have experience on solar charging on a ketch model. Where do you site the panels?

We have a 100watt solid panel on the roof on two purpose made bars that allow the sunroof to slide under. We have a really good quality regulator bluesolar 75/15 MPPT which is most important.

It keeps our 360ah battery bank charged when we are off grid, and running fridge, TV etc. We do have led lights and that helps big time.

I have the same concept but using flexi panels but the output is disappointing. However the flexi ones allow people (children....) to jump all over them, but I thinking that I do need more efficiency.

I have thought about some frame arrangement over the davits. I saw this on another NC43 like mine and seemed to be a viable option.

We find the fridge depletes our 2 leisure batteries in 24 hours and running the engine at anchor for an hour or so only partially recharges (as well as being noisy and antisocial).

A panel that keeps the fridge going when anchored for a few days would be wonderful, not to mention being able to listen to the radio! Cost-wise – is this a cheaper option than a wind generator when you factor in all the bits and pieces, would you say?

My NC33 has 330Ah open lead acid batteries that exhibit their typical high auto-discharge current. My concern was only to cope with this discharge current while not leaving the boat connected to the pier power supply. A mere 30W solar panel connected through a very basic solar regulator (no MPPT here) is more than enough to do the job. My batteries appear fully charged whenever I visit her every 6 weeks in winter.

It was much easier than I thought it was going to be. I bought all the kit from Photonic Universe who I met at the London Boat show. Very easy to deal with and I think reasonably priced. I bought one 130W panel



which was the biggest that I could fit on the coach roof. Running the cables was very easy and connecting the whole thing up was also easy. I've not fixed the panel in place yet as I want to see the best position and the best place to fix the wiring run on the coachroof, but overall it is looking good. Nice to see the Amps going into the battery without costing anything.

Wood Restoration

I have started to look at the wood in the cabins. I have had some great results restoring water stained veneer panels using Owatrol/Netrol Marine Strip Paint, Varnish & Antifoul Stripper and then Net-Trol Wood Cleaner & Colour Restorer. These are both water based and I have found very effective on the varnishes used by Nauticat. I've used Epiphanes rapid clear varnish once I've stripped and then restored each panel. I've found sanding to cause too much stress, but a stiff wire brush sparingly applied can be effective. However, I've now got a large number of panels that look like the pictures below.

What would people best advise on how to sort out this problem ?



Owatrol/Netrol. Good to know you had success. I had some difficulties coping with water strains (condensation) on veneered wood. I tried oxalic acid with no success. Sanding hardly restore the original

colour and each sheet of wood are so thin ... I'll follow your track.

Restoring discoloration

I'll give a try to Net-Trol Wood Cleaner & Colour Restorer

Varnishing Inside

After some sanding veneered wood inside (400 emery wet paper is more than enough) but leaving some old varnish (eg, not to bare wood) I apply International schooner or schooner gold with 30 to 50% international matting additive. Still, under some light conditions (sun lighting parallel to the surface) the result appears very slightly dull. I have been advised to try some light "steel wool". Alternatively I'll try some 1000 or 3000 emery wet paper.

Difference in colour

I refer to the change in colour on the solid (eg not veneered) that change in coloration when re-varnishing wooden frame of dinette table in the helm house. I feel the difference is due to a difference in absorption of varnish by the wood, I think old varnish remains prevent absorption and yield lighter colour. I'll have to redo the varnish after deep sanding to homogenise the

absorption which is no problem with solid/massive wood. I also suffer from dark dots or stains here and there, especially on outside veneers covered with Cetol. Probably some fungus developed where water penetrated. Found no solution, oxalic acid not being satisfactory. Was advised by old sailors to extensively sand to remove dark parts, which is not a solution with veneered wood.

I liked your idea of using the Colour restorer on the darker patches. I have had quite a bit of success today. I used a few coats of Netrol stripper, then the colour restorer. The advantage of this is that you get no dust everywhere in the boat from sanding, which I think is a major plus.

I think I will proceed with this first, then resort to sanding only if I have to. It also means the same approach can be taken for veneer and wood surfaces.

Information from Members

The following three topics have been provided by members

Engine Bleeding

How to bleed the fuel system on my engine (I know I should know how to do this)

The instructions in both the Ford and Nauticat manual are in my view rather inadequate for those people new to having the bleed the engine. The notes are, change filters, crack open the fwd facing bleed screen, use the lift pump to get rid of the air, start engine.

Here's something hopefully more useful.

This is about the filters on the engine itself, not the primary filters elsewhere in the boat but typically towards the rear of the engine compartment. On my set up, because of the near impossible task of looking in the tanks, I fitted two Racor fuel polishing units with switch over valves to replace the standard glass bowl primary filter types. I did this mainly because replacing the filters in these units is a simple matter of undoing a big nut on the top and switching the filter. I can do one independently of the other which is useful at sea.

On the Fords there are two filters on the engine. Ideally both need to be changed at the same time. The filters used are Sabre part no 46503 (but yours may differ). Each should come with four O rings in the box. The two large are for the filter itself, for top and bottom of the main body, one for the underside of the main body, and the fourth (which is only necessary if a copper washer is not fitted) is for the bleed screw.

- 1 Have a look on the engine and see what fuel filters are fitted and order up the replacements – for Ford engines SeaHorse Power near Bournemouth in the UK are good.
- 2 Turn off the diesel at the main tap(s) leading to the engine.
- 3 Place lots of rags under both filters. It is hard to get a tray or anything more substantial under the filter and there will be diesel in the filter that

will come out – nothing you can do about it.

- 4 Loosen the main screw holding the filter, this will cause the bottom retainer to part from the filter, and the filter to part from the engine housing. Diesel will drain out.
- 5 Discard old filters and lever out the two o rings on the filter and the one on the underside of the main body.
- 6 Replace with new filters including the O rings and reassemble.
- 7 Slacken off both bleed screws and use the hand pump – conspicuous black button by the filters in my case to fill up first the aft (when diesel comes up tighten up the bled screw), then the fwd filter. Tighten the bleed screws.
- 8 Now here's the trick, pump the pump really hard until completely firm
- 9 Start the engine, and it should start, if it falters pump the hand pump again hard to force diesel in.
- 10 If you get nowhere then there is probably still an airleak somewhere in the system.

Impeller replacement

On my Ford 2722 (Lehman Super 90) I have always avoided changing the impellor on the raw water pump as it is just so difficult to reach. At the forward end of the engine, it actually faces backwards and there's just no room to get your hand in there to get to the original pump screws.

I would not like to change an impellor out at sea, so I decided to look at the Speedseals (<http://www.speedseal.com/saferboatindex.html>) you see advertised in the magazines, and I have to say so far so good.

I thought I'd type up what it involves and the results, although just to spoil the punch line, it definitely makes things easier.



- 1 First you need to know what your pump is. Strictly speaking this may be unnecessary, as the manufacturers of Speedseal seem to know the Nauticat engines. However I'd had the raw water pump changed so thought it would be good to check. The pump is usually marked with a number, but getting your phone in there to take a picture can be difficult. Next challenge was to get the existing cover off, 6 screws all requiring a different contorted position around the engine. I had to disconnect a few hoses to get anywhere near it.

- 2 Once the kit arrives (took 2 days by the way) then you obviously need to fit it. If you are used to replacing your impellor then this is probably easy. It wasn't for me. But I learnt that using a screwdriver and gently levering out the existing impellor is the way to go. I noted the direction of the vanes–



again I got the phone in there to take a photograph so I knew which way to put the replacement in. I also stocked up on replacement impellers so I've got them to hand if necessary.



- 3 Top tip is to put a cable tie around the vanes keeping them in the right direction so that the impeller slides easily over the spindle. This made getting the new impeller in fairly easy. The instructions supplied seemed to place emphasis on greasing the spindle with the clear substance they provided.
- 4 Next steps to get two of the big thumbs screws in place in the most inaccessible place on the pump. These will never be fully taken out again so although a problem it is not going to be repeated. Once done then the new cover is assembled. There is an O ring, and a PTFE plastic disk under a brass disk. All needed greasing which prevents them falling apart when putting them on
- 5 Last step is to slide the cover on the back two thumbscrews put in on step 4 and then put the other two in. Job done subject to starting up the engine and looking for leaks.

All in all I think this is worth doing. It took me three hours all in all, but I had to learn a few things on the way. Now I just need to get 2 thumb screws out and two slackened to change the impeller. Still wouldn't want to do it at sea though, but at least it should be a little bit easier and avoid disconnecting the engine pipework - *Richard Wakeham*

Experience on Engine Replacement

I recently replaced the Volvo 2003(T) in my NC35. The French distributor supplied a Twin Disk Technodrive TCM60A gearbox that can only accept one third of the maximum power of the engine in reverse and reverse gear can only be used intermittently. In forward gear, the gearbox maximum

power transmission capacity is slightly lower than the maximum power of the engine. The new Engine was supplied by a well-known British company. There were other installation issues. The British company that provided the engine has agreed to put everything right and replace the gearbox with the much stronger TM345A. I am suing the French installer for compensation and damages.

I think other folks need to know that I seem to have uncovered a surprisingly common practice. Lombardini Marine sent me a quote for an even more powerful engine that would have been sold with the same gearbox.

It seems the industry assumes a yachtsman only requires reverse gear to exit his berth and stop on returning to his berth! The gearbox manufacturer tried to persuade me to accept serious limitations in the gearbox specification on the grounds that I am a leisure user and only commercial use warrants a stronger gearbox. He had no answer when I observed that, a few years ago, I had to run the old engine in reverse gear at full power for 45 minutes to escape after running aground at 01:00h on an uncharted sand bar a few miles from Port Camargue on the French Med. coast.

When the installation faults have been rectified, I shall send a full account of the incident to the Association. Meantime, I think it would be prudent to advise members that, if they are thinking of replacing an inboard diesel, they MUST check the specification of the gearbox that will be supplied with the engine. I only discovered the problem by chance.

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

Alan Warrell

The 2017 Nauticat AGM was a super event, especially for those of us lucky enough to have two nights at the lovely Sandbanks Hotel. Even the weather was kind on Saturday, so that those who were not embroiled in the 'pre-meeting' could enjoy a sunny walk along the prom towards Bournemouth (*dodging the dogs and bikes!*)

The AGM itself was efficiently chaired by Douglas and followed by Doina Cornell's amazing account of attempting to sail the NW Passage.

Dinner on Saturday was preceded by the excellent Sea Cadets Band, who entertained us with a wide range of music and precision drumming. Thanks to Rod for co-ordinating this part of the weekend. Thanks also to Maurice for his after-dinner entertainment (wouldn't be the same without it!) and special thanks to Robin for all his hard work in arranging the venue and ensuring everyone has a great time – we certainly did!



Theresa and Alan Warrell.

Solo Sailing in the Baltic; Douglas's Summer Cruise, 2016.

I set off on the 15th May with a heavily loaded car bound for Burgstaaken on Fehmarn, an island off the German Baltic coast. I took the overnight ferry from Harwich to Hook of Holland, and after an overnight stop at Oyten near Bremen, arrived at Burgstaaken at mid-day on the 17th May. After two days preparing and provisioning Galatea, my Nauticat 351, she was launched on the 19th May. After stepping the mast and filling up with water, she was ready to go. The plan was to sail to Denmark, cross to Sweden and sail east up the coast towards Stockholm. I tested all the systems before setting off after last year's experience when, outside the harbour, I discovered the auto helm was malfunctioning and it just sent me round in circles, and the chart plotter in the cockpit also failed. I went on to complete the whole of the season without these aids, which was tough on a solo sailor. All was rectified for this 2016 cruise.



22nd May. Burgstaaken to Klintholm. I was up at 04.20, and after a bowl of porridge and a cup of coffee, motored out of Burgstaaken at 05.30 and witnessed a weak sun rise. I motored along the south of the island to the Staburhuk lighthouse and past the offlying rocks, then rolled out the main and genoa and headed NE in an easterly F4 towards the shipping lanes. These are always busy with shipping passing between Germany and Denmark from and to the Kiel

canal, and with ferries crossing between Germany and Sweden. I later enjoyed a hot soup and a glass of orange juice while doing over 6 knots close hauled in a lumpy sea. The engine went on to help avoid three ships, and then I reached the wind farm off Denmark, before motor sailing into the easterly to Gedser. A ferry coming out had to give 5 blasts to a yacht ahead. I rolled in the sails and motored across the ferry channel towards the long shoal off the point of Falster, and spotted the red buoy, which marks a narrow route through. Once clear of the headland and with the lighthouse

abeam at 11.20, I rolled out the sails again and headed north and was soon making 6.4 knots on a broad reach in an easterly 4. The sun came out and I had a glorious sail as the Danish coast of Falster faded into the distance. I was now in open sea heading for Klintholm on the Danish island of Møn. 12 noon found me enjoying a cheese and tomato sandwich followed by cake and coffee in the sunshine. It was bliss sailing along on a broad reach without a sail in sight and just two ships hull down on the horizon. These are days sailors live for. Eventually there was a smudge on the horizon and slowly the high ground on the island of Møn came into view. I headed in towards Klintholm, rolled up the sails, put the fenders out, got the mooring lines ready, and motored into the harbour. I turned to port and into the marina, and moored along side at 17.10 after a passage of 68.5nm.

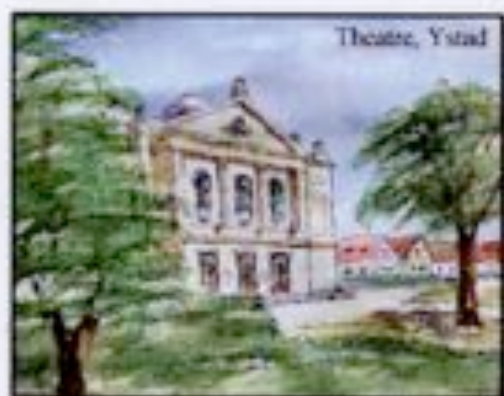


The young lady harbourmaster was very welcoming and the charge including electricity was 160 DKr. There is a choice of box moorings or alongside staging. The marina is part of a small new development with pleasant little houses and flats, and has excellent facilities. There are old houses in the village including a mini supermarket by the old fishing harbour, where I went for fresh rolls and Danish pastries. The Island has the highest cliffs in Denmark and an excellent geological museum just a short bus ride away up high behind the cliffs. You can also get a bus across the island to Stega, a delightful old town and harbour with a ferry connection.

23rd May. There was a beautiful sunrise at 05.00 with a slight mist rising from the sea, quite magical. I set off at 05.55 and dodged the pot markers off the headland. There was no wind so I motored past the stunning cliffs and away towards Sweden, adjusting my course to cross the shipping lanes leading to and from "The Sound" between Denmark and Sweden, which is the sea route linking the North Sea and the Baltic. The sun became hazy and after 4 hours motoring a light breeze developed into an easterly 3. So I rolled out the sails, killed the engine and headed NE bound for Ystad of Wallander fame. Two dolphins came and played around the bow. The shipping was lighter than I had found previously. Later as I approached the Swedish coast,



ferries from Trelleborg crossed my bow. After 20 minutes the wind died again and I had to motor the rest of the way. The sun remained hazy with the odd easterly zephyr of wind. I passed through the main harbour at Ystad and into the marina, and moored along side at 16.00 after a passage of 59.2 nm. The facilities are excellent and the cost was 200 Skr. The sun became clear and very hot, so into T-shirt and shorts for a wander around this delightful walled town with its medieval buildings and narrow cobbled streets, its grand elegant theatre built in 1863, and Lutheran Cathedral built in the Baroque style in the 17th century. The castle, with parts dating from the 13th century, but mainly remodelled in the 16th century with renaissance features under King Vasa, is surrounded by water and approached through a park. By the harbour is a famous, old, very traditional chandlery, where there are boxes of bits for everything and which I highly recommend.



Theatre, Ystad

24th May. I enjoyed a day's leisure here, sightseeing and sketching. Ystad has ferries to Bornholm and the Baltic states, and train services to Malmö and, via the famous bridge, to Copenhagen airport.

25th May. Ystad to Simrishamn. After a leisurely morning I set off at 12.30 and with an ENE 5 on the nose I motored into white horses past the Käseberga horn at 15.00. When the Sandhammaren Lighthouse was abeam at 15.15 I was able to head NE and start sailing. Off Skillinge I had to avoid pots, and then put the engine on to enter Simrishamn and moored up to a short finger pontoon with difficulty, at 18.15 after a passage of 30.8 nm. Simrishamn is another delightful town with older parts, and train links through Ystad to Malmö and Copenhagen airport. It is also home to film star Rebecca Ferguson.

26th May, Simrishamn to Hanö. After porridge, juice and coffee I slipped the berth at 10.40 and with a NE 1 occasionally 2 on the nose, I motored NNE towards the Island of Hanö in a lumpy sea and weak sun. I lunched on ham, tomato and sweet corn, while looking ahead for the first sign of the island. A breeze developed from the



Simrishamn, (harbour)

South East so I rolled out the genoa at 14.05, killed the engine, and on a broad reach sailed happily along at 4 to 5 kts. There was just one yacht on the horizon, and one coaster and a ferry in sight. All very relaxing as I approached the island, rolled in the sail, prepared for mooring, and motored in at 16.55 after a passage of 34.2 nm.

It is a small harbour and the main areas to moor along side were occupied. I found a gap amongst some local boats and hoped the owner, who had left his permanent lines ashore, would not be returning that night. Hanö is delightful, with traditional Swedish wooden houses by the harbour and the centre rises quite high with a lighthouse on top. There is a British Naval graveyard from Napoleonic times, and a flagpole for the annual British Naval ceremony. I walked up to the top of the hill with a perfect view down over the harbour but did a sketch towards the lighthouse.

27th May. Hanö to Utklippan island. I awoke to a threatening sky with low stratus and a halo around the sun. The sea was flattish and the wind NW 1 to 2. I motored out at 07.10 and headed due east towards Utlangan Lighthouse with the intention of heading into Sandhamn on the mainland with its sheltered harbour. At 11.00 I was between the



islands of Utlangan and Utklippan and decided to change course for Utklippan. The island is low lying with no protection from gale force winds, but today was a good time to visit. So I changed to 135° for this isolated island south of Sweden with just a lighthouse and an old harbour, previously used for fishermen desperate for some shelter.



There are dangerous rocks outside both the entrances to the old harbour. There was just one yacht in the harbour and as I came along side at noon, the German couple from that yacht came and took my lines and passed them through very large and heavy rings. They have to be lifted before you can release the mooring lines. It is a very exposed and wild island and a

bird sanctuary, where birds are caught and ringed occasionally to monitor their flight patterns. The Germans were very friendly and had a British built Oyster deck saloon yacht, called Blue Wave. Two other yachts arrived later. It was a wonderfully peaceful place to walk around with just the sound of birds and the sea on the rocky coastline.



28th May. I stayed to enjoy the solitude of the island and to do a couple of sketches.

29th June. Utklippan to Kalmar. With a long passage ahead, I was up early and slipped the lines at 04.30. The sea was very lumpy and there was a NE 4 on the nose as I headed for Utlängen and then left it to port and headed for the passage

between the Island of Öland and the mainland. There was a reddish sunrise behind stratus cloud. The forecast at 07.55 on channel 78 was for the NE 4 to continue and my course for the rest of the day would be 70°! At 09.10 Kristianopel was abeam. There are the remains of a large fort and both Danish and Swedish flags fly together outside the church, implying that the descendants of the Danes, who occupied the fort for many years, are now reconciled with the Swedes, but there was no time on this occasion to stop. I continued motoring with the wind now NE F5 on the nose. Tacking would have taken forever to make any headway. The sea was deserted mostly, with just one coaster on the horizon and a yacht goose winged heading SSW. At 12.00 the sun came out shining on the Öland bridge and Kalmar Castle. I entered the harbour and headed up towards the marina. There was a gap to the starboard side, so I went about and moored along side after a passage of 56.7 nm. It is quieter here at night opposite the commercial quays than further up in the marina by the town, which can be noisy from the restaurants.

Kalmar is a favourite place of mine with its old walled town and impressive castle dating from the 2nd century, although rebuilt and modified with renaissance detailing by King Vasa in the 16th century and used as a palace. It is surrounded by



water and approached through parkland. This is a wonderful town to explore with a sketchbook.

30th May. There was water in my bilges, and the electric pump failed to clear it. On examination, the bilge pump was cracked in two places. There must have been some water in it and it must have frozen during the winter. Blue Wave was already in Kalmar and the German couple, Anna and Oliver called and said they had hired a car and would I like to tour Öland with them. We motored across the long bridge and drove around the island, stopping at some picturesque old buildings including windmills, and then at the Royal castle above Borgholm, which dates back to 1281. It was reconstructed as a renaissance palace with baroque features in the 17th century and burnt down in the 19th century. The ruins form a dramatic skyline above the cliffs, which are above the town. A short walk from the castle is Sollidens Slott, an Italianate palace and the summer residence of the Swedish Royal family. Swedish Queen Victoria had it built between 1903 and 1906. She was inspired by Dr. Axel Munthe's Italian Villa San Michele on the Isle of Capri. By coincidence I visited the villa in May, high up on Capri with its beautiful tiered gardens. In the Slott's gardens are delightful tea rooms and we sat outside in the sunshine indulging ourselves. On return to Kalmar we had supper in the old town in one of the many excellent restaurants.

31st May. An engineer came and examined the pump and ordered parts providing I guaranteed payment with my credit card details. Alternatively he could fit a new one if he changed some of the pipework. I agreed to him sourcing the parts. I joined my German friends to visit a modern art exhibition with a ghastly modern art exhibit of a lady sewing a dress out of bread and a body lying underneath eating it. Just the sort of art that would win a Turner Prize! The best exhibit was a landscape painting dated 1910 by Nils Kruger. After coffee we continued to the castle. In the evening I was invited on board Blue Wave for an enjoyable supper with excellent company.

1st June. I waved Blue Wave off as they sailed into a choppy sea in yet another NE 4 to 5. I waited for the engineer to return and fix the new parts. He returned, fitted the parts, tested the pump and it still leaked water. There were two cracks that I had noted, but he only must have noticed one! I didn't want to waste more time because I wanted to visit my daughter and family, although I had hoped to have sailed nearer to Stockholm. So I left him the boat keys so he could take action whilst I was away. It was a bank holiday

with the fast trains being fully booked, so I took three local trains to get to Stockholm, a train to Upplands Väsby and then a bus to Vallentuna where my daughter lives. It took over 8 hours. The engineer phoned to say that the other part was no longer available, but there was a new replacement pump designed to replace the old one, with no modifications. This he said he would fit while I was away but only after I had given him my credit card details again to guarantee the further payment. He wouldn't make any allowance for his own mistake and had me over a barrel! I spent ten days with my daughter and family in the beautiful wooded area near a lake where they live north of Stockholm.

11th June. I drove with with family to Mörtfors, stopping for lunch on the way at Södertälje at the beginning of the Göta canal for tea. The last time I was here was on Galatea having been through the lakes and through the 58 locks! We arrived at Mörtfors at 17.30. My daughter and I then took the bus to Kalmar and Galatea, giving her a rare chance to sail since starting a family.



12th June. Kalmar to Oskarshamn. We set off at 12.00 in blazing sunshine and with a NE 4 to 5 dead on the nose! We motored out and then through the well-marked channel leading through the Öland bridge. It is a fairly narrow shipping channel for some distance and it wasn't until 16.50 we were in open water and could unroll the sails. The tack of the main came free, so I had to roll it in. With just the genoa I couldn't point high and made two very long tacks, before rolling up the genoa and motoring into the marked channel to Oskarshamn. The low sun was directly into our eyes making it difficult to pick out the channel marks. The harbour master welcomed us and let us moor along side at the very spot that I had hoped would be free. Most of the moorings are bow to the pontoons with very short aluminium bars between, which are difficult to reach from Galatea's side decks. It was now 20.30, so the passage of 45.6 nm had taken 8.5 hours, and the mooring cost was 200 SKr per night.

13th June. My son-in law arrived with my two year old twin grandchildren. It was their first time on a boat. They drew with luminous pencils and amused themselves and then started exploring the boat and playing with the wheels



both inside and out. Suddenly the engine burst into life!! My granddaughter had pressed the starter button. She then went on deck to play. Suddenly the bow thruster burst into life and jerked the boat against its mooring lines. She was at the outside helm. One of them must have previously turned

on the power below. The harbour master and his brother arrived by motor boat and towed Galatea out providing the twins first ride, then moored the bow to a pontoon, where she lay head to wind, while they unfurled the main sail and reconnected the tack to the mast reefing gear. It was a great relief to have it fixed. I motored back to the berth and then we took the twins to the nearby playground to use up some energy followed by lunch in the restaurant. Afterwards we went swimming in the excellent three pools complex catering for different age groups. Sweden is definitely a child friendly country. We then drove about 20km to the family home in Mörtfors for a supper of salmon, rice and fresh salad from the garden, a refreshing change from my meals on Galatea. My daughter then drove me back to the marina, where I met Charlotte Young and Dennis Reitz, C.A. members, on their converted Lifeboat and heard about their cruises to date.

14th June. I arose at 05.40 to a bright sunny start and a NE 3. After breakfasting on porridge, bread and jam, washed down with tea, I headed for the bus terminus and caught the 08.50 no.160 bus to Mörtfors, arriving at 09.16 for a day on their local beach and a swim in the lake. While waiting



for the bus back, for the first time I was surrounded by swarms of midges.

15th June. We all motored to a special park for family fun at Astrid Lindgren's World, where Pippi Långstrump (Pippi Longstocking) entertained the children.

16th June, Oskarshamn to Kalmar. I set off at 07.20 in windless



conditions. By 08.10 I was motoring steadily at 6.7 kts, rolling gently in a cross sea on a course of 141° . At 09.15 I approached the lighthouse on Dammen island and changed to 172° . I passed it at 09.25 and it was raining now but the motion was easier. At 10.45 at Slottsbredan I changed to 206° . So far I hadn't seen any boats but at 11.15 off Borgholm I passed three yachts on a reciprocal course, all motoring in the rain. At 12.20 I throttled back

to 6 kts, hoping the rain would stop before I entered Kalmar. I was now following the channel past the Stillman, Masknagen and Kronsgrundet lights and marks. Finally I went through the Öland bridge and into the harbour at Kalmar, and moored up Swedish style by picking up a buoy astern at 14.10 after a passage of 42.6 nm. A Swede came off his boat in heavy rain to take my bow lines. It stopped raining later so I popped into the chandlery to purchase the one book of charts of the archipelagos I needed to complete my set at 595.00 Kr. I wandered into the park and did another watercolour of the castle in its picturesque setting.

7th June. Kalmar to Sandhamn. Although my alarm was set for 04.00, I awoke at 02.30 and after my usual porridge and tea, was away by 03.20 with the sky lightening. There was no wind so I was motoring along at a steady 6.2 kts. There wasn't a boat in sight as I headed south. I became aware of a dark sea mist hiding the coast of Öland. At 06.50 I was suddenly enveloped by the mist. I spotted a ship on radar and on AIS. It crossed astern without me seeing it. At 08.30 I was on a collision course with a yacht. Although I had right of way, it didn't alter course, so I gave it 5 blasts from my horn but to no effect, so I went about and motored well clear. Later a motorboat approached from behind at high speed on a collision course, but at the last minute it veered away, although the fog was so dense I didn't see it. Visibility improved later so I was able to find the marks on the channel leading up to the old fishing harbour of Sandhamn. At 10.45am., and after 45.3 nm., I moored along side with large tyres protecting the boat from the harbour wall. There were just two motorboats in and one crew saw me, but



unlike helpful and friendly yachtsman, he didn't offer to take the lines from this solo sailor. The pressure had dropped 4mbs. to 994mbs. in 4 hours, and in the afternoon there were strong winds and a torrential down pour.

18th June. There were strong winds with torrential rain in the night. I was up for a cup of tea at 05.30 to see the sun shining but gales blowing. I was up again at 07.30 for porridge and prunes, but it was



still blowing a gale. At 09.00 a Swedish yacht, fully crewed, and well reefed, headed out of the harbour round the shallower end of the breakwater. It soon gave up, went about and then went hard aground. A fishing boat and then a motorboat went to help but stopped. The yacht obviously didn't want to risk being pulled off. A naval patrol boat appeared and must have been flat bottomed. It went inside the yacht on the shallow side, caught a halyard, and pulled the yacht over, thus reducing its draft, and it floated off, and motored in. There are no tides in the Baltic so if you go aground, it could be permanent! I decided on a rest day. The wind died down in the afternoon so I took advantage of a free bicycle and cycled the 2.5km down the lane to the well stocked little village supermarket, and on return dined in the restaurant next to the harbour master's office.

19th June. Sandhamn to Horvik. I was up early and saw the sun start to rise at 04.30. I was underway at 04.45 and headed out through the right hand entrance and off south down the channel in a WSW 3-4. At 05.05 with the wind now dead on the nose and a choppy sea, I decided to keep motoring at 6kts. The wind increased to F5 so I headed into the archipelago towards Karlskrona, an important old town and traditional home to the Swedish navy. I thought the C.A. rally boats, who were heading west, might be there. With the wind increasing to F6 and gusting, I decided I couldn't afford the time to stop and meet them, so I sent a text message as I passed Karlskrona at 07.15. They replied confirming they had arrived in Karlskrona and with the strong winds, they wouldn't be sailing but would take a ferry trip, and they didn't envy me on my passage on the open sea. At 08.15 I was doing 5kts. bashing into the seas and the spray was reaching the cockpit. It was now blowing a WSW F6 with strong gusts and I was well out to sea and heading due west towards the Island of Hano. I considered rolling out some sail and spending a long day tacking towards my objective, but instead

pressed on although Galatea was taking a hammering hitting the short steep waves. As I approached Hano, I decided to change course and head to the lee of the island and once passed, I looked south and could see the waves breaking around the entrance to the harbour, which faces west. It wasn't an option, so I examined the chart and found a harbour in a bay on the mainland facing NE. I pressed on and once in the lee of the land, the seas moderated and I entered the old fishing harbour at Horvik. It was still windy so I was grateful to two men who took my lines as I moored up against tyres on an old quay at 14.30. There are pontoons with short low single bars, which are difficult for a high sided yacht to tie to, especially if you are single handed. There is an excellent restaurant on the quay, where I dined and also paid the 150 SKr berthing fee in the absence of the harbour master. It was father's day so I opened my cards and a surprise present, a bottle of wine. I had covered 49.9 nm and hadn't seen any shipping all day.

20th June. Horvik to Ystad. I slipped my mooring at 05.10 and set off in a light SW F3. Once in the open sea, I rolled out the main and motor-sailed close hauled gently along in a hazy sun and then rolled out the genoa, and with the engine off, sailed gently



along at 5kts. By 08.20 the wind lightened and veered a little, so the engine went on to hold the course and I motor sailed at 6.3kts. in bright sunshine. At 08.25 a Swedish yacht crossed ahead. At noon I passed Simrishamn, a harbour I had stopped at on the way out. At 14.30 after passing Sandhammeran light house on the southern point of the land, I could now head west for Ystad. With the sun out and the engine now off, I had a blissful sail along the coast. Approaching Ystad I put the engine on, rolled in the sails and following my usual practice, fully prepared the boat with fenders and warps ready for mooring either side, knowing that there was a good chance of going alongside, although there are boxes. At 16.55, I moored up at the diesel pontoon after a passage of 66.6 nm. In topping up the diesel, it overflowed. The automatic cut out often seems to fail in marinas. A helpful person turned on the hose to help flush the spillage away before I had screwed back the cap on the port tank. I was very worried about water in the diesel. I resolved only to use the starboard tank until I was back at Fehmarn and could have it checked. I topped up the water and moved Galatea to the

staging in front of the restaurant. The helpful chap involved assured me that no water had gone in and invited me for a drink aboard his ketch. It was a beautiful sunny evening for wandering into town along the old streets.

21st June. Ystad to Klintholm in Denmark. Up at 03.40 and away by 05.10. It was cloudy with quite a swell so once outside I was rolling heavily heading on 235°. There were a number of ships in the shipping lanes heading to and from the sound between Denmark



and Sweden. I had to change course to avoid potential collisions. Thanks to AIS, one was aware of course and speed, which helps when taking action. The sun was shining, which is always uplifting even when as now it was blowing up to F6 from the west, stronger than the forecast. Mons Klint has the highest cliffs in Denmark and provides a landmark as one approaches the Island. There are pots and nets to be avoided as one rounds the headland and approaches Klintholm. It is a very attractive coast with the occasional wooden houses and a chapel. Once inside the breakwater, I moored along side the long pontoon with difficulty, in the wind because of the 'D' cleats which are difficult to access from the deck. It was 15.15 and I had covered 62.5nm. It was a beautiful evening to wander around the old harbour while indulging in an ice cream.

22nd June. Klintholm to Burgstaaken. I was up at 05.00 and after the usual porridge and tea, which is very warming at that hour, I was ready to set off, but there was no sign of life on the German boat, rafted alongside. They knew of my intended early departure although they had pleaded for a later time. I banged on



the side of their boat and a head popped out. Rather than just move out of the way, they decided that as they had to get dressed, they might as well set off early too, and we both departed at 05.55. There was mist rising off a flat sea as the sun strengthened, and a light SE F3 developed. I rolled out the sails and with the wind at last from a favourable direction, headed south on 210°, and later with the wind increasing to F4, it was pure bliss sailing along in the open sea now out of sight of land and making 6.1 to 6.7 kts. I am sure

the Germans would have to admit that thanks to me, they had a magical start to their day! Eventually the tip of the Island of Falster appeared on the horizon and then the coastline of Falster came into view. There was shipping on the horizon but I had this area to myself until a yacht passed on a reciprocal course at 10.25. At 10.55 I had the lighthouse abeam and then found the red buoy that marks a way through the long very shallow spit off Gedser Lighthouse. The wind was dying, so the engine went on and I motor sailed west passed Gedser, avoiding the ferry heading in, and towards the wind farm before heading across the shipping route. Again AIS helped with speed and course of the ships, with a line going either way. I had to go about to indicate I had seen them, and then head close in to cross in their wake before the following ship bore down on me. At 13.30 I spotted the island of Fehmarn but then it vanished in either mist or rain. At 14.00 it started to rain and continued as I approached the island and headed along its southern coast. I rolled the sails in and put out the fenders and lines before entering the channel and heading up to the harbour of Burgstaaken. I moored alongside the fuel berth at 16.25 after 64.4 nm. and topped up the starboard tank, having left the port tank untouched because of the possibility of water in it. I moved to a berth alongside the quay and plugged in the electricity. The harbour master appeared for his 14 euros which included electricity! With a deadline, it meant I couldn't miss a day on the way back regardless of the weather, but I made it solo! It had been my shortest sailing season for many years.

23rd June. The mast was removed and Galatea lifted out showing an amazingly clean hull. I took off the genoa and loaded up the car, and had to head home, leaving servicing and winterising to the engineer. I arrived home on the 25th June. Then on the 29th June I was back in Germany again heading for Rudesheim-am-Rhein, but not by boat!

*Douglas Addison,
Galatea of London*



A Painting from France

Beatrice Aliamus, a member of the Association, is a professional artist who specialises in boat pictures. Beatrice sent me five paintings to publish in the Cat-a-Log the fourth of which is below.



Letters

From: Richard Wakeham
Subject: Christmas card - Bembridge
Date: 21 December 2016 at 13:56:27 GMT
Dear All,
I've had a card to us from Bembridge.
Rgds,
Richard



From: Rod Cotton
Sent: 06 February 2017 10:55
To: Poole Sea Cadets
Subject: Re: Nauticat Association AGM

Dear Katherine,

On behalf of the Nauticat Association, we should like to express our appreciation for the excellence of the musical entertainment you provided for us at the Sandbanks Hotel on Saturday evening. There was overwhelmingly positive feedback from the members present, regarding the quality of the music and the well structured presentation. In particular, the professionalism of the acting Bandmaster who brought a touch of humour to the whole proceedings. The marching drill by the drummers brought an enjoyable touch of drama to the event.

Could you please convey our appreciation to all those involved;

Best Regards,
Rod Cotton

Hi Robin,

I should have sent you this email a couple of weeks ago!

Many thanks for such a delightful AGM ..and the hard work which must have gone into it.

Yours very appreciatively,

Silke & David. nautilia@blueyonder.co.uk

Dear Robin,

Annabelle & I, very much appreciated all the hard work undertaken yourself that made this weekend possible. Many Many thanks.

Kind regards,
Rod.

Correction

On page 30 of Cat-a-Log 74, Alan Warrell our Technical Sec., showed how he had developed a passage planning tool in Excel. The tool comprises of two parts: Tool 1 shows the most advantages times to depart, Tool 2 the favourable times around certain headlands. Unfortunately the Cat-a-Log Editor published Tool 2 twice - very confusing. So here is Tool 1 be to read in conjunction with Alan's Passage Planning Tools in Cat-a-Log 74. *Ed*

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

Extract from Tool 1

Green shaded areas show the best daylight time to depart and still getting the best benefit from the tide.

	HW		Start Bay		To IOS		From IOS		Fr Mnt	Channel Isles	
	Ply	Dover	West	East	Fal to Mnt	Mnt to	to Mnt	To Fal	To Fal	To	From
			0400 Hly	0200 Hly	0300 Hly	0200 Hly	0400 Hly	0200 Hly	0400 Hly	0200 Hly	0200 Hly
06-May Sat	2600	2130	0800	1400	0700	0500	1200	0900	1100	1400	1500
07-May Sun	2630	2160	0830	1430	0730	0530	1230	0930	1130	1430	1530
08-May Mon	0500	1030	0900	0300	0800	0700	0100	0200	0000	0300	0400
09-May Tue	0600	1130	1000	0400	0900	0800	0200	1100	0100	0400	0500
10-May Wed	0600	1130	1000	0400	0900	0800	0200	1100	0100	0400	0500
11-May Thu	0700	0000	1100	0500	1000	0900	0300	1200	0200	0500	0600
12-May Fri	0700	1230	1100	0500	1000	0900	0300	1200	0200	0500	0600
13-May Sat	0800	1330	1200	0600	1100	1000	0400	1300	0300	0600	0700
14-May Sun	0830	1360	1230	0630	1130	1030	0430	1330	0330	0630	0730
15-May Mon	0900	1430	1300	0700	1200	1100	0500	1400	0400	0700	0800
16-May Tue	1000	1530	1400	0800	1300	1200	0600	1500	0500	0800	0900
17-May Wed	1000	1530	1400	0800	1300	1200	0600	1500	0500	0800	0900
18-May Thu	1100	1630	1500	0900	1400	1300	0700	0600	0600	0900	1000
19-May Fri	1200	1730	1600	1000	1500	1400	0800	0500	0700	1000	1100
20-May Sat	1300	1830	1700	1100	1600	1500	0900	0600	0800	1100	1200
21-May Sun	1400	1930	1800	1200	1700	1600	1000	0700	0900	1200	1300
22-May Mon	1500	2030	1900	1300	1800	1700	1100	0800	1000	1300	1400
23-May Tue	0400	0930	0800	0200	0700	0600	0000	0900	1100	0200	0300
24-May Wed	0500	1030	0900	0300	0800	0700	0100	1000	0000	0300	0400
25-May Thu	0600	1130	1000	0400	0900	0800	0200	1100	0100	0400	0500
26-May Fri	0700	1230	1100	0500	1000	0900	0300	1200	0200	0500	0600
27-May Sat	0800	1330	1200	0600	1100	1000	0400	1300	0300	0600	0700
28-May Sun	0830	1360	1230	0630	1130	1030	0430	1330	0330	0630	0730
29-May Mon	0900	1430	1300	0700	1200	1100	0500	1400	0400	0700	0800
30-May Tue	1000	1530	1400	0800	1300	1200	0600	1500	0500	0800	0900
31-May Wed	1100	1630	1500	0900	1400	1300	0700	0400	0600	0900	1000
01-Jun Thu	1200	1730	1600	1000	1500	1400	0800	0500	0700	1000	1100

Classified

Technical Merchandise

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

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

Nauticat Association Burgees

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

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

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

John Claisse

General Secretary



Nautijen

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.

Currently Moored: Mar Menor, La Manga, Murcia, Spain.

Contact Details : Rodney Marsh +34655538786, Email : rod.marmarine@gmail.com

Asking Price : €22,000



Key Largo - Nauticat 44



Extremely sea worthy and transatlantic capable. 360 degree views.
Two sliding doors in the pilothouse and an opening sunroof.
Powered by a 135hp Ford Lehman diesel engine and a 4kw generator.
Bow thruster.
Full Galley down to port with propane stove and oven, refrigeration and abundant storage and cabinet space.
Complete with radar, track plotter, colour sounder, autopilot, VHF, dingy, outboard. Four coats of Blakes epoxy.

For sale due to ill health.

£70,000

Telephone: David Cottrell 07849 742805 or 01264 889094

Sea Forge - Nauticat 33 1975



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

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

with washbasin. Spacious fully enclosed wheelhouse, seats 4, including very comfortable helmsmans seat, plus folding table & sliding sunroof.

Specification

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

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex

Fridge

Water tank: 250 litres.

Legs & Boarding Ladder

Winter Covers for wheelhouse & cabins.

Currently lying Ipswich

Full Survey May 2012 available

A bargain at £25,000 ono

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

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

Tel: 01508 558446 Mob: 07858418762 / 07762265754

India Jane - 1998 - Nauticat 39



Specification

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

£129,000

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

True Companion

Re-built 1976 Nauticat Motor Sailor.

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



Specification

Engine:

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

Construction:

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

Accommodation

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

Heads

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

Dining/galley

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

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

Water system

- New: pressurized water system, hoses, calorifer, 2 tank, pump

Sails and Spars

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

Navigation Equipment

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

Ground tackle

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

Jack Verkruyse

Mobile : 07552931108

Price is: £45,000

Nauticat 33 - Zarzuela



LOA 10.11m. (33.2ft.)

LWL 9.5m (31.2ft.)

Beam 3m (9ft.)

Draft 1.4(4.7ft.)

Airdraft 12m (39.3ft)

Net tonnage 11.31 tonnes

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

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

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

2 double berths, 2 single berths in forecastle and 1 in wheelhouse. Valient gas hot water system to galley, basin/shower in forecastle 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 Mark 2

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

Price: **£56,000**
For sale by – John Kiddey
Email:
john.kiddey@gmail.com
Tel: 01803 209401



Boat Details

Vetus Bowthruster (new in 2000)
New stainless steel fuel tanks fitted in 2014 (300 lit each)
Engine boxes replaced in 2006
Wilbain 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 navies
Raymarine autopilot with twin controls
Target MW radio
Carbon monoxide alarm
Wilbain heater feeding wheelhouse, saloon and aft cabin
Upholstery replaced in 2006
Teak tables fitted 2005
Helmman seat new in 2008

Aft Cabin

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

Fore cabin

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

Saloon

Nelson two burner cooker with oven (new in 2014)
Wanco 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
Wavefine 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 Mainmast and mizzen
Genoa new in 2000 - furler new also 2000
Cruising slats
Stackpack covers replaced in 2009
Radw 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 with regulator
Teak rope locker on aft deck
Bimini
All dodgers
Boom tent for aft deck area

Future Events

South Coast Rally

18th - 21st May 2017

Gosport, Yarmouth, Weymouth, Brixam or Poole

Laying up Lunch

4th November 2017

Crouchers Hotel

Birdham, Chichester, PO20 7EH

Picture Gallery



*Nautijen - a beautiful Mk 1 Nauticat under sail.
More details in the classified section*