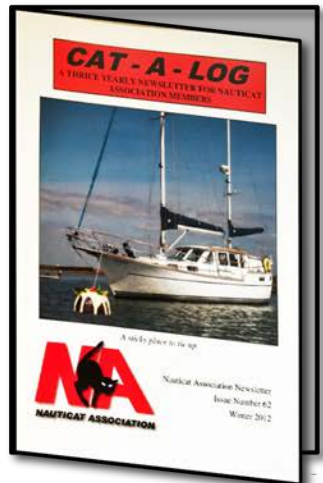
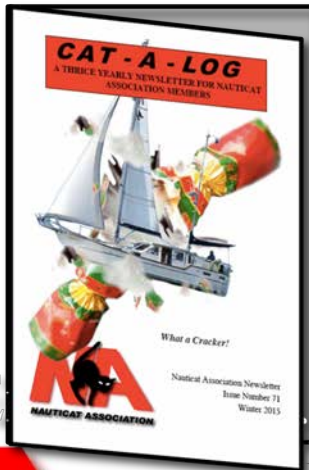
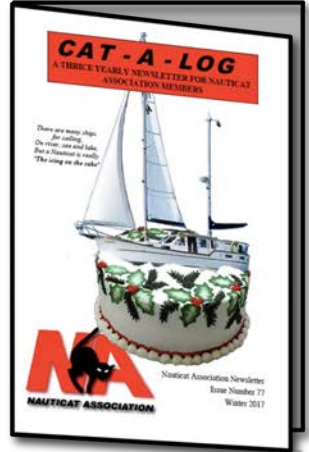
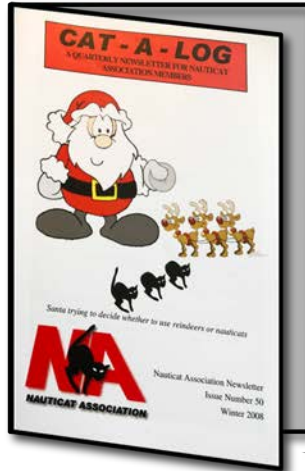
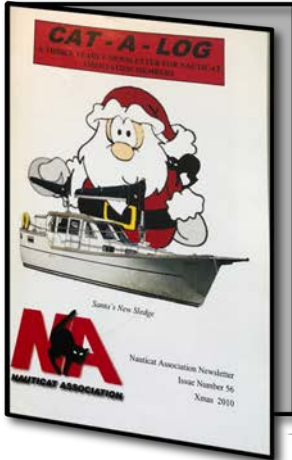


CAT - A - LOG

A THRICE YEARLY NEWSLETTER FOR NAUTICAT ASSOCIATION MEMBERS



Memories of past Cat-a-Log Christmas Covers

Nauticat Association Newsletter
Issue Number 80
Xmas 2018



Nauticat Association Merchandise



We now have an extensive range of merchandise.

The range of items can be found at:

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

look under 'catalogue'.

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

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

For ties and burgees please email John Claisse directly.



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Cat-a-Log

Issue No. 80 Winter 2018

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Chairman's Note

It was good to welcome so many members and also some new members to the 'Laying Up' lunch at the Boathouse at Hythe Marina, which was superbly organised by Theresa Warrell, to whom we owe many thanks.

We have all had a good summer cruising and enjoying the good weather judging by the conversations at this friendly social occasion. The rally and cruise in company organised and led by John Crump was the major event. Many ventured further afield around the British Isles, in European waters and to Denmark and Finland in the Baltic.

Now Nauticats have ceased production, it is more important than ever to maintain a strong Association enabling us to pool our knowledge, share experiences and to source parts. Nauticats are exceptionally well built as I proved going fast close hauled under full sail and hitting a rock. After checking that no water was entering the bilges, I was so confident in the build of my Nauticat 351, that I continued cruising. When hauled out at the end of the season, I found that I had lost a small chunk of lead from the leading edge of my keel.

Our next gathering will be the A.G.M. weekend at the Sandbanks Hotel in Poole in February. The A.G.M. is not just a meeting, but an enjoyable social occasion.

After the meeting we have a talk, in this case by Bob Comlay who will talk about the amazing exploits of John Tillman entitled 'Climbing high mountains and sailing cold seas'. Tillman was a very brave yachtsman and expert mountaineer. He sailed to remote

places and then climbed any available peaks, and like Slocum vanished at sea. Tillman wrote 15 books about his adventures. Bob has sailed with him, and has excellent photographs and some film to illustrate his talk.

Afterwards the Sea Scout band will play us into dinner followed by entertainment by Maurice Owens and a sing song.

Douglas Addison

Chairman



Tillman's Bristol
Channel Pilot Cutter

Misleading Fault Finding

I had decided to add some more 250volt sockets in Blue Horizon's saloon, one in the chart area for charging a laptop when using it for navigation and the other at floor level for dehumidifier or heaters.

The chart table socket was the easiest, as it could be spurred off the galley socket, this was easily accomplished and when turning on the shore power all seemed to work OK. The next one was not so easy, I had located a power cable that I was pretty certain was part of the ring main that runs around the boat, but I was not 100% certain, it could be the incoming shore power, so before cutting into this cable I not only switched shore power off, but disconnected the shore cable from the socket on the stern of the boat.

I then cut into the cable so I could add a loop into the new socket, this all worked well, and I was planning ahead to go for a shower and then be ready for rewarding drink before getting some food.

I reconnected shore power, switched on the power in the boat, all fine, then I switched on the battery charger, and the earth trip went on the boat and on the marina pontoon. Now because the power did not trip until the battery charger was switched on I assumed it must be related to the battery charger. Blue Horizon was moored on the outside of another boat so to reset the pontoon power it was a clamber over the other boat and walk up the pontoon to reset the trip, this had to be accomplished many times, each time the power was reset it would trip.

My next line of fault finding was to look at the shore power connector on the stern, this is in a very vulnerable position and there was a bit of corrosion on the earth contact, I cleaned it, still getting an earth trip, but now as soon as connected to shore power with no services switched on. Thought it could be the plug, maybe some water inside, I had bought a new plug as this plug had looked a bit doubtful when I bought the boat. I had made a short cable adapter to allow the use of existing cables with a different type plug and socket, so this was tried and again instant trip.

Back to basics, everything unplugged, still tripping, disconnected all the power cables from the distribution panel, eventual with all disconnected the power did not trip, I could then see there was a few ohms between the neutral and earth on the socket ring main.

After a lot more taking things apart I found the culprit, the galley socket I had spurred into had a stray wire touching the neutral to earth.

So because it all worked at first and only tripped when turning the battery charger on I had gone down the wrong route completely, instead of checking the obvious, the changes I had made. I can only think that at first perhaps the shore power connector had a bad earth connecting, so it did not

trip until there was a larger current flow.

My much needed scotch was welcomed be it a few hours later than I had planned for!

Alan Warrell

Blue Horizon

Red Diesel

There has been several articles written in the last month on Red Diesel again which follows an EU court ruling in October 2018;

“Court of Justice of the European Union rules against HMRC over red diesel”

Following is some extracts from these articles:

Background

In the Spring 2017 budget the government announced a call for evidence on the use of rebated gas oil (*Red Diesel*) in order to improve its understanding of how red diesel is used. Red diesel use makes up over 15% of total diesel use. However, the government had less information about end users and the geographic spread of red diesel use. This information is relevant because of the impact diesel consumption has on air quality, especially in urban areas where multiple uses of red diesel may be concentrated in single locations. The call for evidence was designed to improve the data sources available to government about red diesel use and to contribute to a better evidence base for future policies.

At the moment almost all diesel sold in British marinas is red diesel, taxed either at a lower rate if some of the fuel is used for heating the boat, or at 100% for the fuel that is used only for propulsion by the engine. In a case launched last year, the EU has argued that the UK should not allow red diesel to be used in this way.

EU Position

The European Commission took action against the UK as it considers that, by allowing the use of marked fuel for the purposes of propelling private pleasure craft, the UK has failed to fulfil these obligations.

The European Commission indicated its intention to commence proceedings against the UK in July 2011. In May 2013 the European Commission formally requested that the UK amend its legislation "to ensure that private pleasure boats such as luxury yachts can no longer buy lower taxed fuel intended for fishing boats" and issued a reasoned opinion

to the UK Government, which HMRC indicated its intention to challenge in July 2013.

As a result, in July 2014, the European Commission indicated that it had decided to refer the UK to the Court of Justice of the European Union.

Court Findings

Her Majesty's Revenue and Customs (HMRC) has stated (October 2018) that it has lost its defence with the Court of Justice of the European Union of for use of Red Diesel.

The court has ruled that the United Kingdom of Great Britain and Northern Ireland has failed to fulfil its obligations under Council Directive 95/60/EC of 27 November 1995 on fiscal marking of gas oils and kerosene.

The judgment means that, while the UK remains subject to the Fuel Marker Directive, the UK must bring its practices into line with this ruling.

HMRC is now examining the judgment and will announce how and when the UK will adjust its practices in due course. The RYA's Cruising, Legal and Government Affairs team is now analysing the full impact for the recreational boating community – and plans to meet with HMRC to discuss the next steps. The crux of the matter is ensuring the continued availability of diesel for the leisure boating community.

Impact

Its judgment declares: "that by allowing the use of marked fuel for the purposes of propelling private pleasure craft, even where that fuel is not subject to any exemption from or reduction in excise duty, the United Kingdom has failed to fulfil its obligations on fiscal marking of gas oils and kerosene". The Court dismissed the evidence from HMRC that ending the use of red diesel would be impracticable, some of which was provided by the Cruising Association.

Judith Grimwade, CA President, said: "We are delighted that the Court has finally delivered a judgment in this case, but given the uncertainties of Brexit, it remains to be seen what the impact will actually be. Whatever the outcome, we will continue to campaign for cruising yachtsmen to be able to travel between countries without being penalised for buying a fuel which is very often the only option available."

No deadline is specified in the judgment and member states are usually given a reasonable period to make the adjustments necessary - which in this case could mean white diesel going on sale in UK marinas - bearing in mind many craft may continue to use red diesel for heating.

However, no-one knows what may happen as a result of Brexit. HMRC is

examining this judgment and will announce how and when the UK will adjust its practices in due course.

“Impact on the availability of red diesel for recreational boating as yet unknown”

Anodes

I have always used zinc anodes on the various boats I have owned, but having read an article recently on the use of Aluminium anodes, which are lighter and currently cheaper, I have decided to investigate into the pros and cons, they are marketed as being for brackish water and sea water. As the boat is on the river Dart which is brackish I have decided to try aluminium as the main anode, on the shafts and the trim tabs.

It will be interesting to see how they perform; it would be good to hear from others if they have tried aluminium anodes.

Alan Warrell

Blue Horizon

Deadline for next issue - 1st April 2019

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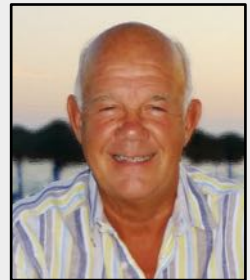
robidonoghue@aol.com

or to:

44 Hill Avenue, Hazlemere,

Bucks HP15 7JU.

Photographs, including digital, very welcome.



The Merchant Navy in the 1960s - part two

This article continues on from Cat-a-Log 78 page 18

Following my return to the UK from Schiedam, I felt great excitement at the thought I was about to join the Cedric for a return voyage to Australia. Realising I was shortly to enter an unfamiliar environment, one of my uncles very wisely give me a useful piece of advice, which I have never forgotten: “eyes, ears open, mouth shut!”



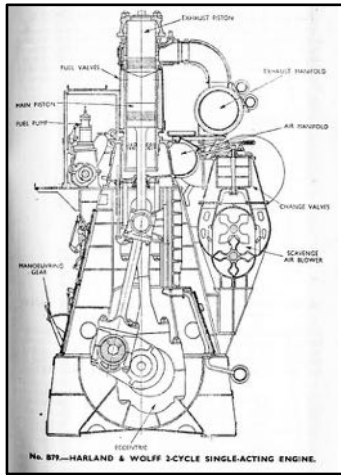
The Cedric, now 8 years old, had recently returned from Harland & Wolf, Belfast where she had undergone some major engine repair work, namely all 12 cylinder liners from the 2 opposed piston engines needed replacement. On the vessel's previous 20 voyages

she had sailed approximately 540,000 miles, & an engine survey had revealed that the existing liners were outside of their wear tolerance limits.

During my last weekend at home my parents had tickets for the family to see the recently released film “Mutiny on the Bounty”, starring Marlon Brando. I had a bizarre thought that perhaps my coming voyage would end up in the same way! But then the idea of “Mutiny on the Cedric”, starring Rod Cotton, didn't quite ring true, so I discounted the thought. However, ironically enough, during voyage 22, Cedric off loaded a quantity of dunnage on the South Pacific island of Pitcairn where some of the descendants of the 1789 mutineers were living. The dunnage was seemingly used to repair the Island's boats!

Firstly, a few words regarding the main propulsion engines commonly in use during the 1950's & 60's. Up until this post war period, steam was principally the main means of propulsion for the majority of vessels, certainly when they were above 10,000 dwt or so. While steam had successfully performed the tasks expected of it, either through triple or quadruple expansion reciprocating engines, or turbine propulsion, steam had one principle drawback, that being the need for boilers to generate the steam! Typically, a steamship's engine room containing the propulsion machinery + boilers required approximately 13% of the total enclosed volume of the hull. Additionally, the overall thermal efficiency of a steam plant is significantly below that of a compression ignition (heavy oil or diesel) engine.

Prior to the mid 1950's, internal combustion engine technology had not been developed enough to meet the growing power demands for marine propulsion. Typically a heavy oil two stroke engine, during this period would only be capable of developing about 1,000 horse power/cylinder, this being based on a piston diameter of 720mm (28.4 inches). An example of this fact can be found in the case of the Cedric, where to achieve a cruising speed of 17 knots the vessel's main engines needed 12,000 horse power. To meet this power output 2, 6 cylinder opposed piston engines were required.



The schematic layout demonstrates the opposed piston 2 stroke main engine as fitted in the Cedric. The upper exhaust piston doesn't contribute to the power output of the engine, as its sole function is to expose the exhaust scavenge ports during the appropriate time of the power cycle. The exhaust piston is mechanically driven from the eccentrics mounted either side of the respective crank pin. The opposed piston engine design is now virtually obsolete, having been superseded by a more efficient exhaust poppet valve arrangement. However, all 2 stroke heavy oil

direct coupled engines still incorporate inlet scavenge ports.

The largest marine 2 stroke heavy oil engine produced to date has a piston diameter of 960mm (37.8 inches). This 14 cylinder engine develops 109,000 HP, & is mounted in the container ship "Emma Maersk" (170,700 grt) capable of carrying 15,700 containers along with only 13 crew!



During the past decades, this significant power increase had been achieved by the introduction of higher turbo charged pressures, coupled with redesigned cylinder heads incorporating a large single exhaust poppet valve. This has greatly assisted in reducing exhaust emissions.

A few months after the delivery of the Cedric in late 1952, the curtain was



brought down on Shaw Savill following the withdrawal of their last two remaining coal burning vessels, namely the Mahia & Mahana (10,840 grt). Both these sister ships, built in 1917 had survived two world wars, & in the case of the Mahia had completed 69 voyages at the time of

her withdrawal. The Company took this decision primarily due to the lack of availability of coal bunkering facilities within the Panama Canal zone. Having recently returned from her prolonged refit in Belfast the Cedric was now berthed in London's Royal Albert Dock to commence loading general cargo for voyage 21. Our destination would be Australia & the return voyage was scheduled to last approximately 18 weeks.

I joined the vessel on Monday morning, mid September, just 4 days prior to departure & met, for the first time the other fellow engineer cadet Dick Jenkins, who like myself, had recently completed his 2 years OND course, & this was also to be his first sea voyage. For the next four & half months we shared a cabin together, overlooking no 4 hold on the boat deck.

A couple of days prior to sailing we became involved with the time honoured procedure of "signing on" which is overseen by the shipping master, a civil servant operating under the Board of Trade, to ensure the appropriate qualified crew are manning the vessel.

It is worth mentioning here that the Board of Trade do not recognise any Merchant Navy rank as an "Officer", even the "Captain" signs on as "Master". Captain is in the BoT's eyes a military rank, requiring a commission. However, the Master + mates & engineers are all given the status of officers.

By today's standards the Cedric's crew compliment of 74 seems unbelievably excessive but in those far off days in the 1960's this was quite normal. The deck department comprised master or captain (the old man), 4 mates + 2 deck cadets / bosun, carpenter (chippy), lamp trimmer, able seamen (AB), ordinary seamen & junior seamen. The engine department embraced chief engineer (chief), & at least 8 watch keepers + 2 engineer cadets, refrigeration engineer/ storekeeper, donkey man, 3 greasers (or firemen if a steam ship). Chief & second steward / cook, second cook, galley

boy, + several stewards. The radio operator (sparks) was employed by Marconi who also hired out the radio transmission equipment to the ship owner. In total 74 crew! In addition, we carried a doctor on voyage 21 as a supernumerary working his passage to Western Australia.

When signing on "the articles of agreement" dictated the maximum time you could be away from the UK; in the case of "deep sea" articles, this was 2 years, but with "home trade" articles it was 1 year maximum. Home trade was defined as anywhere within the boundary of the Gulf of Bothnia to the Eastern end of the Mediterranean (including the Black Sea)

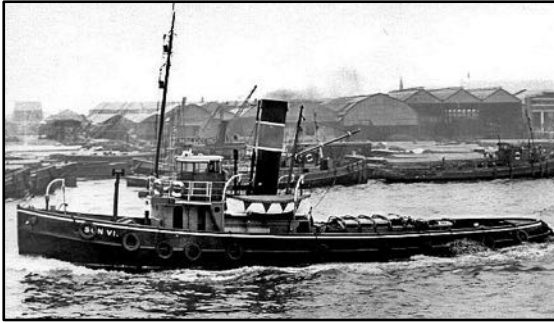
In the 1960's all seaman possessed a seaman's Discharge book (indicating rank & record of previous voyages) & an ID card (in effect a passport,) both of which the chief steward held while you were on a voyage. The Master was empowered to deduct a day's pay (or more, if appropriate) for any crew member who infringed work ability or general conduct. At the time of "signing off" at the end of the voyage, the crew would receive their outstanding pay + ID card & Discharge book into which the master had stamped "VG" or "DR" (very good or declined to report) Any crew member receiving a "double DR" was in effect banned from further sea service. The Shipping Master automatically became involved with any double DRs.

Payment was by today's standards laughable: deck & engine cadets earned £16/month, while junior engineers earned £78/month. A second engineer £110/month while ratings were payed weekly (about £14/week for 50 hours work).

It was always a bone of contention that "officers" didn't receive any overtime payments, & of course the ship owners, took full advantage of this fact at any opportunity! For example, watch keepers worked an absolute minimum of 56 hours/week, but more often than not around 70 hours/week. Overtime was readily available to most of the crew, certainly deck & engine room departments, but this was at the discretion of the master & chief engineer.

A day prior to sailing both Dick & I were called into the chief engineer's cabin where he welcomed us & briefly outlined our duties. Initially I was to be attached to the second engineer's watch: he explained that it was the company's policy while transiting the English Channel that we would be expected to undertake 6 hour watches, ie 6 on 6 off!

At around 19.00 hours our Sun Tug came alongside to assist us in



manoeuvring though the Eastern end lock of the Royal Albert Dock into the Thames & on into the estuary. Somewhere near the wreck of the Richard Montgomery we parted company with the tug & off loaded the pilot, then onwards to North Foreland &

into the English Channel heading West towards the Western approaches. This initial passage, through the Channel took about 30 hours, during which time the engine room watch keepers worked 6 hour watches.

It was a relief to me when we reverted to what would be our normal 4 hours on 8 hours off watch routine. Being an early riser I didn't have a problem waking at 03.45 every morning: at least I worked up an appetite for breakfast, served daily at 08.30! The evening meal was served at 20.30, following the afternoon's watch.

This initial exposure to life at sea in the Merchant Navy was quite exhilarating & I was engrossed in a very steep learning curve under the watchful eye of the second engineer. One of the tasks was to complete the engine log each watch, which would take me about 20 minutes or so. At the end of each watch I would ring the bridge to provide them with the accumulated engine revolutions for both engines. (With our normal cruising speed of 17knots & engine revs of 78 rpm this would be around 18,700 revs/4hour watch). The information was required by the bridge as a back up to estimate the distance travelled each watch, should the weather prevent any sights being taken (remember no GPS facilities in 1961!).

I was on deck one day as we were ploughing our way towards the Suez Canal when I noticed Mount Stromboli, Sicily. This is still an active volcano & was smoking merrily away, presumably in preparation for its next irruption.

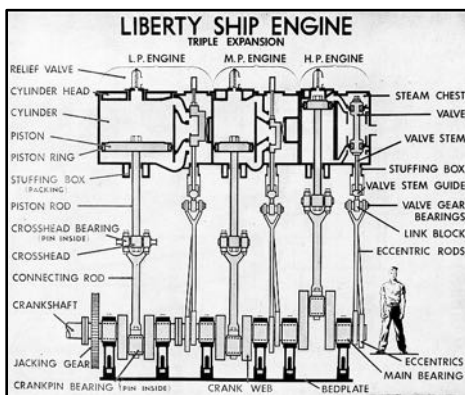
During our time in the Mediterranean I noticed several Liberty Ships almost identical to John W Brown. These mass





produced cargo vessels were essentially designed to make a single voyage across the Atlantic during WW2 in order to keep the allies supplied with vitally needed war materials. In total 18 US shipyards participated in the build programme & completed a

staggering 2,710 vessels built to this standard design at a budgeted cost of US\$ 2million / vessel. They had an all welded construction, 2 oil fired scotch boilers & were powered by a single triple expansion steam reciprocating engine producing 2,500 HP. The Liberty Ship had a size of 7,700 GRT & a design speed of 11 knots. They were lightly armed with two 4 inch guns, mounted fore & aft plus anti-aircraft guns, usually sited on the wings of the bridge. The Liberty Ships had a crew of 45.



Due to some vessels experiencing structural failures, between the aft end

of no 2 hold & the superstructure, these war produced vessels unfortunately became known as “coffin ships”, as a result. Following the end of WW2 many of the Liberty ships were sold off for merchant service. Due to the



fact they were failing their 25 year surveys, their numbers started to rapidly decline in the late 1960's & early 1970's. The structural problem was resolved by welding a “doubler plate” in the area of the failures. 400 of these American built vessels were sold to the Soviet Union in 1945. Sadly, the US Treasury is still awaiting payment!

Returning to the voyage; 4 days later we dropped anchor at Port Said in preparation for joining the next South bound convoy to transit the Suez

Canal. The next 2,100 NM to Aden were unbearably hot, especially during our passage through the Red Sea. The Cedric didn't have any air conditioning, just relying on ducted air blowers throughout the crew's accommodation. Believe it or not I was glad to return to the engine room for the next watch as the forced draught fans in the engine room were far more effective than those in the accommodation areas!

My fellow cadet, Dick couldn't tolerate the very hot climate & this situation became so serious that both doctor & Chief engineer considered transferring him ashore when we arrived for bunkering in Aden. In a case like this any crew member would have been classed a "DBS" (distressed British seaman) with arrangements for his repatriation back to the UK on the next available home bound British Merchant vessel. However, Dick decided not to leave the Cedric, but continue with voyage 21 to Australia.

Aden, was a major bunkering destination in the 1960's. At the time of our arrival there were about a dozen or so other vessels anchored off awaiting the refuelling barges to come along side. During our 6 hour stop we took on board over 700 tons of heavy oil (Cedric consumed around 24 tons / day at the normal cruising speed of 17 knots), which would be sufficient for a cruising range of 12,500 nm's. Bunkering completed, we resumed our voyage across the Indian Ocean to our first Australian port of call, Fremantle. The voyage had taken our cargo vessel 28 days to cross the world!

During voyage 21 we visited 17 ports throughout Australia, which lasted 7 weeks prior to us commencing the return voyage to the UK. Our return cargo comprising principally of chilled produce: beef/ butter & Gravenstein apples (from Tasmania) plus a significant amount of new seasons wool bales, part of which was stowed as deck cargo.

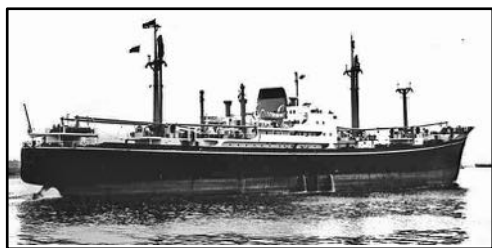
On our return voyage, we stopped at Djibouti, (a small French protectorate in North Africa) adjacent to Aden, to bunker. this happened to be on my 19th Birthday. Then we headed for home, firstly unloading part of the wool bales cargo in Dunkirk / Bremerhaven & Hull.

The Cedric then returned, to the Royal Albert Dock, where we signed off. The chief steward handed out our outstanding pay (in cash), plus seaman's id card & discharge book: stamped, in my case, with a double "VG", which I admittedly found a bit of an ego booster!

As predicted, Dick had made the decision that a marine engineer's career wasn't for him. We did part as good friends, and I returned home for 3 weeks leave. Voyage 21 on the Cedric established my routine for the following sea voyages which lasted another 14 months.

On voyage 22 we did a "Rounder": outbound to Kingston Jamaica, to load a chilled cargo of oranges destined for New Zealand via the Panama Canal. We stopped on route at the South Pacific island of Pitcairn to discharge a quantity of scrap dunnage, used by the small island community to repair their fishing boats.

During the vessel's time in New Zealand & Australia we loaded chilled cargoes of lamb & beef, for the return trip to the UK via the Suez Canal.



In May 1962 I joined the Arabic for voyage 16 & 17 to New Zealand. This was one of the A class German built vessels constructed in 1956. These non refrigerated 6,500 GRT ships were built specifically to carry wool & tallow for the home market.

(Tallow: a by product of meat processing has a variety of uses including soap, candles, margarine, & cosmetics.)

The A class vessels, while not being so sturdily constructed as comparable British vessels of the time, were certainly well designed, with their MAN produced 8 cylinder 2 stoke heavy oil main engines giving absolutely no problems during the 7 months I spent on them!



On Voyage 16 while the Arabic was loading wool in Dunedin the British Cruiser HMS Lion came into port, on a courtesy visit, following its attendance at the Malayan independence celebrations. I believe that HMS Lion

& it's sister vessel, HMS Tiger were the last of the cruiser class of vessels serving in the Royal Navy.

Following Christmas leave at home in 1962, I joined Shaw Savill's recently built flagship, the 24,700 GRT Northern Star, on a bitterly cold morning in early January. This twin screw steam ship, had a passenger capacity of 1,500, one class only. The ship was built to complement the Southern Cross



in the round the world service, with the newer vessel sailing West to East as opposed to the East to West direction of the Southern Cross. In the case of the Northern Star, our itinerary was: commencing from Southampton, Canary Islands, South Africa, Australia, New Zealand, Fiji, Tahiti, Panama, Trinidad, then returning to

Southampton. The round voyage took 102 days.

Voyage 3 went well, without any technical issues what so ever, but unfortunately the same couldn't be said for the coming voyage 4!

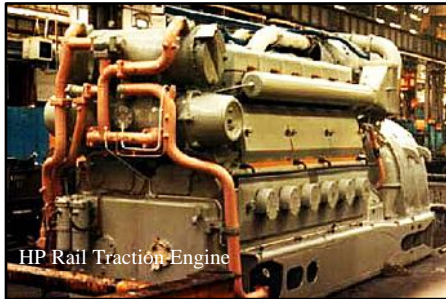
While negotiating our departure from Southampton we inducted a vast amount of sand from Brambles Bank, causing a significant loss of vacuum in both engines! (a high vacuum is essential to maintain efficient performance with marine close feed steam cycles.) The issue was finally resolved in Las Palmas with a shore gang cleaning both condensers.

We burst a super heater from one of the water tube boilers while heading for Cape Town & had a berthing collision while docking in Wellington. Both of these incidents delayed the vessel 8 days while temporary repairs were undertaken. I signed off the Northern Star when we returned to Swan Hunters shipyard for the vessel guarantee dry docking in July 1962. This heralded the completion of my 18 months of sea time with Shaw Savill. Now just a further 12 months until I qualified as a marine engineer!



The first 6 months were spent at Vickers Armstrong, Barrow. This major shipbuilder, has over the years produced many notable naval & merchant vessels, the last of which was the Orient line flagship,

Oriana (42,000 GRT) delivered in 1959. During the latter part of 1962, during my time at the yard, they had under construction one of the Dreadnought class of nuclear submarines, & HMS Tartar; a tribal class frigate plus one of the first cryogenic gas tanker Methane Princess, under construction for Shell oil.



During my time at Vickers I was attached to the North Works, who had recently been awarded a lucrative contract to build 2,500 HP rail traction engines for British Rail.

The remaining 6 months of my 5 years training programme were spent at South Shield Marine College where I obtained Part A of my chief engineer's ticket.

However, it would take me at least a further decade before I developed sufficient experience & man management skills to become a competent head of the technical department of a ships engine room!

During the 18 months at sea, I crossed the equator 12 times, sailing in the process over 300,000 NM & had

come to the reluctant conclusion that I would prefer to develop my technical career in another direction. Consequently, in the Summer of 1964 I enrolled on a 3 year's sandwich course at Hendon College of Technology, which would lead to a Higher National Diploma in mechanical engineering. I didn't totally abandon the sea as a career though, and during the downtime from Hendon I managed to fit in a further 3 deep sea voyages with Shaw Savill, initially as a junior engineer, for two voyage, then as 5th engineer on the war built & very run down Ruthenic.

But that's another story!

Rod Cotton.

Nauticat Association Laying-up-Lunch 2018

There was a great turnout for our Laying-up-Lunch on Saturday 3rd November at the Boathouse, Hythe Marina, with 41 members attending. It was great to meet up with old friends, some of whom had been together for the SW Rally in June, and to meet new members who have only recently joined the Association. The venue proved to be very comfortable, with excellent food and friendly efficient service. Douglas managed to bring us all to order long enough to say the Nauticat Grace and the afternoon progressed with plenty of jovial chat, laughter and sharing of sailing adventures over lunch. Maurice treated us to a preview of his newly written Nauticat Association Song - so we all need to be in fine voice for the AGM in February!

Those of us who stayed at the Boathouse found the accommodation very comfortable. We had great views of fireworks over Southampton water and enjoyed the live music in the bar later that evening.

Theresa Warrell





Technical Report

As I sold our Nauticat 35 Jennyanydots at the beginning of this year and moved to the world of power, at last year's AGM I said I was willing to continue in the role of Technical Secretary, but felt it would be better if the role was taken over by someone who owned a Nauticat. Fortunately Piers Covill has agreed to take on the role, so this is my last Technical Report before I formally stand down at the AGM next February.

Reflection on the last seven years I have been carrying out the role, there is a changing environment. Over the years the use of the Nauticat web and the development of the forum has significantly changed the number of direct requests I have had for information, advice and suppliers details. The last few months being a good example with only one direct request for help, however on the forum there has been several topics discussed with threads which include:

Cetol

Since Cetol is no longer available in the UK, although there appears to be a similar product in the USA, in the UK the replacement is International Woodskin, which is good, but personally I did not find it as good as Cetol.

Hatches

Finding a replacement Perspex for an Ertec portlight, especially as Ertec do not seem to produce the same size one now, but the solution is probable going to be one of the UK window manufactures and companies that specialise in replacing the Perspex.

Water Tank

Trying to find why the fresh water tank kept emptying into the bilge, which transpired that it was a connection on the Isotemp water heater.

Hinges

Trying to find hinges, which is not easy as Nauticat would have used suppliers from Scandinavia or Germany, eg Schwepper, which they used for locks and general hardware, which is expensive to buy in the UK, but with some persistence UK suppliers with similar products can be found, Timage in Essex being a good example.

Over the years the most queries are about sourcing parts, especially wiper blades! Now Nauticat have gone there will be occasions when this will require a lot more internet searching, but hopefully when a solution is found,

that information can be captured on the NA web for others to benefit from. Looking into the future I see the development of the NA web with better databases will bring great benefit to the members of the association, with members sharing their experiences of how they fixed problems and sourced parts.

I shall be staying in the Association as Theresa and I enjoy the company of Nauticat owners and will help maintain and grow the Association to support the range of Nauticat boats and provide social opportunities when members can exchange their experiences and knowledge.

I have enjoyed the role of Technical Secretary and have gained knowledge on Nauticats and general marine topics also have become a bit of a “Sherlock Homes” in searching the web for information, suppliers and solutions to problems.

Alan Warrell

Using forums within the www.nauticatassociation.co.uk website

Webmaster Richard Wakeham has posted the following message:

I am getting an increasing number of emails asking me to forward replies to postings in the forum to the original poster.

In order to guarantee a response it is essential that people respond directly to the posting on the website. Replies to the notification emails come solely to me by email, and I am often not available to forward them as requested.

To respond to a post members will need to:

1. Log in
2. Find the post by either opening the Forum or clicking on Newsfeed (the original post or the latest reply will be somewhere near the top)
3. Click on the post
4. Scroll down, and enter a response at the bottom of the post in the boxes.
5. Click submit.

I know it sounds long winded, but once mastered is quite quick.

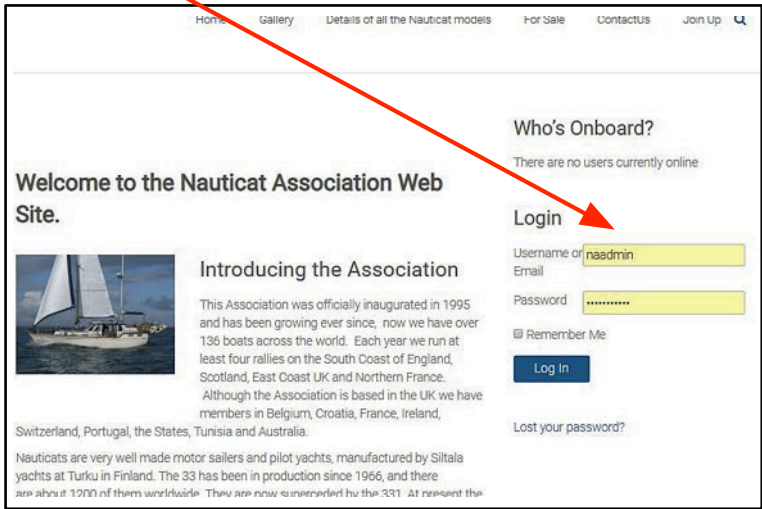
Alternatively, and for a more personal response, members contact details including normally a phone number and email address are in the Directory which is periodically updated on the website. The Directory requires members to be logged in.

If members have forgotten their passwords then these, in most circumstances, can be reset on line. Members user names were in general the boat name all in capital letters for those set up by myself.

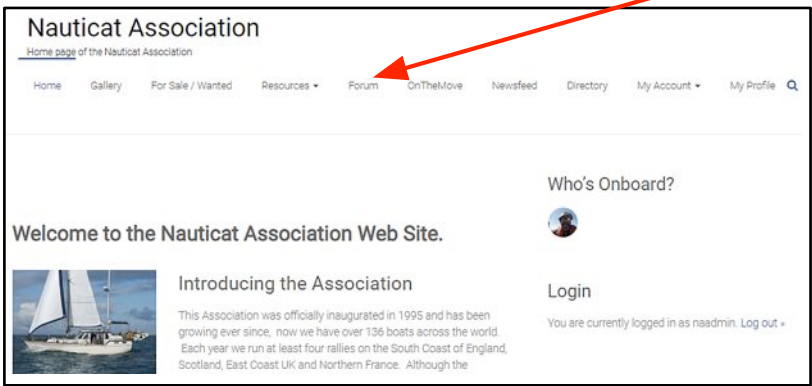
Posting a new post

To do this you will need your username and password, just like other sites such as www.pbo.co.uk or virtually all forum sites. If you do not know your user name then please contact: admin@nauticatassociation.co.uk, but for a lot of members it is the boat name in capitals.

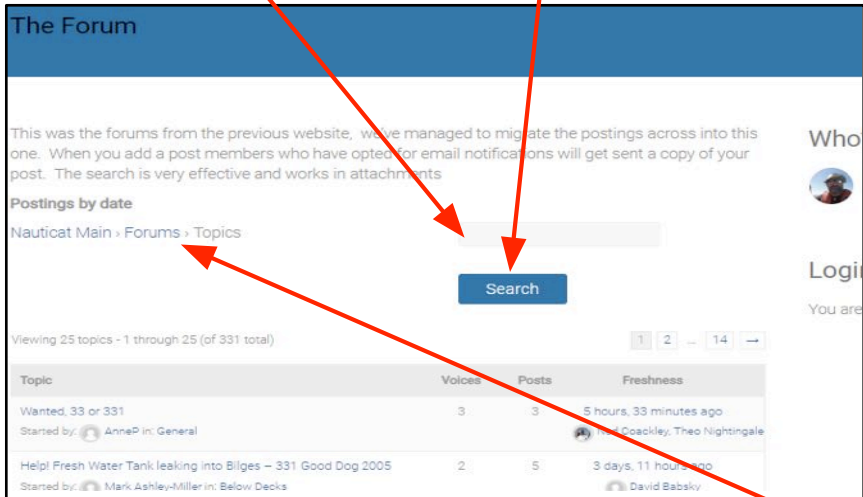
1. Login



2. Got into the forum by clicking on Forum in the main menu



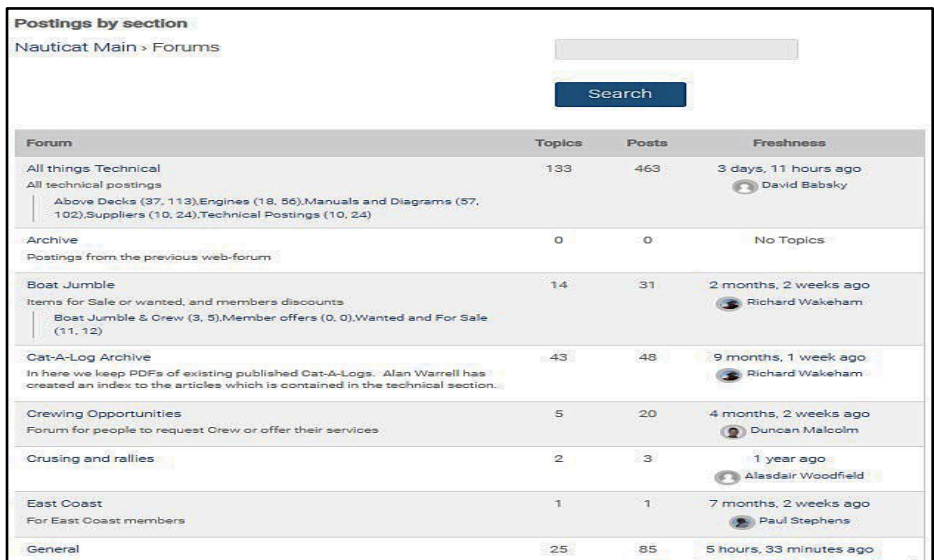
3. First things first, check to see if the information you are after is already in the forum, by searching. Type in a few words of what you are after here, and then click search



4. If nothing useful is already in the forum then click your back button.

5. The forum appears twice on the page. The first listing is Postings by date, with the most recent listings appearing at the top.

This is mainly so that people can easily find the more recent postings to reply to. We are looking for Postings by Section, so scroll down until you see the heading “Posting by Section”. A screen shot follows.



6. Now pick an appropriate heading or subheading and the articles already there will appear. In the example below I have clicked on Engines.

Nauticat Main > Forums > All things Technical > Engines [Subscribe](#)

This forum contains 18 topics and 56 replies, and was last updated by Henrik 2 months ago.

Viewing 18 topics - 1 through 18 (of 18 total)

Topic	Voices	Posts	Freshness
Anyone know the manufacturer of this genset? Started by: Henrik	1	1	4 months, 1 week ago Henrik
Fuel system cracks Started by: Richard Wakeham	2	2	8 months, 3 weeks ago Mantas Zalatorius
Smoke with Yanmar 4JH2 DTE Engine Started by: Ulrich ALBUS in: Engines	3	3	1 year, 1 month ago vgcrowhurst@gmail.com
Problems changing the impellor, and recommending the Speedseal covers Started by: Richard Wakeham in: Engines	6	11	1 year, 5 months ago David Babsky

7. Scroll to the bottom of the page and the boxes for a new post appears.

FUEL – new sender unit and polishing – suppliers and wiring diagram 1 1 5 years, 5 months ago
Started by: Anonymous Anonymous

Viewing 18 topics - 1 through 18 (of 18 total)

Create New Topic in "Engines"

Your account has the ability to post unrestricted HTML content.

Topic Title (Maximum Length: 80):

Topic Tags:

Topic Type:

Topic Status:

Notify me of follow-up replies via email

Maximum file size allowed is 9216 KB.

Attachments: No file chosen

- Add in a topic title – this will appear as the heading in the forum and is also emailed out to people when you press submit.
- Put in here the main text of your posting
- Ignore this line
- Leave these as they are
- You can add files such as pictures, PDFs, documents etc

When everything is as you want it, press Submit, and then be patient – lots is happening in the background as your posting is being emailed to all members. This does take time, if you press submit more than once then your posting will be duplicated.

Posting or looking at replies.

1. Follow steps 1 and 2 as above but now we can see the posting probably at or close to the top of the listing in the Posting by date.

OR

After logging in you can click on the Newsfeed at the top of main menu.

2. Click on the posting you wish to reply to, and scroll down where the same posting boxes in step 7 above are shown, and they work in exactly the same way.

Richard Wakeham

HM Coastguard Adopts RYA SafeTrx

Coastguard at the touch of a button

The RYA SafeTrx mobile app and website now supersedes the HM Coastguard CG66 scheme and is available free of charge for use in UK territorial waters to any UK resident from Apple App Store or Google Play.

The app enables touch of a button contact with the Coastguard, automatically informing them of voyage plans, vessel and crew information, incident information, location and a direct 999 connection.

As an ex CG66 user I thoroughly recommend this app. It is not designed to replace existing emergency alerting equipment but to complement it.

Users of CG66 will have been switched.

John Claisse
eNEWS Editor



My Favorite Meal

The Nauticat Song

Created and composed by Maurice Owens and sung to the tune of
'My Bonny Lies over the Ocean'

My Nauticat boat I love dearly,
I sail her whenever I can,
Offshore, to rivers and places
Where nobody goes anymore

Chorus

*Sail on, sail on, sail on my Nauticat merrily.
Sail on, sail on bringing much pleasure to me.*

I live on board such a fine vessel,
For weekends or may it be more
You get such a wonderful feeling
When the weather is good or it's poor.

Chorus

My Bonnie Lies Over The Ocean Scotland trad.

The musical score is written in 3/4 time and consists of four staves. The first staff begins with a treble clef and a key signature of one flat (B-flat). The melody is accompanied by guitar chords: C, F, C, G. The lyrics are: "My Bon-nie lies o-ver the o-cean, my Bon-nie lies o-ver the sea." The second staff continues the melody with chords: G, C, F, C, F, G. The lyrics are: "my Bon-nie lies o-ver the o-cean, Oh, bring back my Bon-nie to". The third staff has chords: C, F, G, C. The lyrics are: "me. Bring back, bring back, oh, bring back my Bon-nie to me, to". The fourth staff has chords: C, F, G, C. The lyrics are: "me. Bring back, bring back oh, bring back my Bon-nie to me." The score ends with a double bar line.

Maurice Owens

A Short September Cruise aboard Blue Horizon

We had planned a two week cruise in September, with the intention to sail from our home port of Dartmouth to Fowey, perhaps even reaching the Helford River. However, after studying the weather forecasts and seeing that the beginning of the two weeks was not favourable, we delayed our departure a few days, waiting for fairer weather.

Once on board, there was good forecast for a few days but the following week was not so good, showing Force 7 & 8. Although reaching Fowey was still a possibility, our weather window was so short we would have no time to relax and enjoying being there. So, we finally settled on a short trip to Salcombe.



We left Dartmouth in lovely sunshine and calm seas, which meant we could take the inshore passage around Start Point. With our vantage point from the fly-bridge, we had some great views of the lighthouse and Hallsands, (the village which was washed into the sea some years ago in a storm.) We also spotted a few dolphins playing around in the sparkling water just after Start Point.



Arriving in Salcombe, the Harbour Master kindly offered to take a line to the mooring buoy. In fact, this proved more complicated than just doing it ourselves, as it was difficult not to hit his launch as we tried to pass him a line. The next day we walked from Salcombe Town Quay to Overbecks, a quirky National Trust property. It's a fairly strenuous uphill drag to Overbecks, but well worth it for the beautiful gardens, and stunning views though the exotic plants out to sea and back up river.



With the brilliant blue skies that day, it would be easy to imagine you were somewhere in Mediterranean!

The walk back to Salcombe was slightly less exhausting, and gave us excellent views of the entrance to Salcombe. We returned to Blue Horizon in time to catch the water taxi and the last of the sun to enjoy a drink on the Poop Deck.



Our passage back to Dartmouth was again in perfect weather and sparkling seas, allowing us to stay up on the fly-bridge for the whole journey and to see more dolphins.

On our return to Noss Marina we found the “resident” seal sunning himself on the pontoon to welcome us home. A much shorter trip than originally planned but all very relaxing and enjoyable, despite not being under sail!

Alan and Theresa Warrell
Blue Horizon

Technical Secretary Welcome

Hello. My name is Piers Covill and I want to introduce myself as your new Technical Secretary – stepping into the big shoes of Alan Warrell, and I hope that I can keep up the good work he has been doing.



Please do contact me with any queries you have. The best way is to post on the Nauticat forum – I watch them and will respond, and this means others can see the question and chip in: they might have more direct experience than me. If that doesn't take your fancy, you are welcome to contact me at: piers@covill.me

I am 51 years old and live with my wife Kate and two children Ali (16) and Freddie (13) near Andover in Hampshire. We have an early (1984 hull number 10) Nauticat 43 currently berthed in Port Solent on the South Coast but moving to Haslar in April. The Nauticat 43 is a rarer Nauticat in the UK (*but popular in Europe and across the Atlantic*) – a Sparks & Stephens design that whilst still a motor sailer, has more of a raised deck saloon than a pilot house, but is still weighs in at 20 tonnes in the slings so is great in a short chop!

We also have a 6.2m Avon RIB, Laser Vago and RS Vision sailing dinghies and the children have a little Zodiac ProJet 3.5m jet rib – so rather over-committed on the boat front.

We have big plans to sail off one day – my ambition is to sail round the Baltic to St Petersburg, but at the moment the farthest I seem to get is Poole Harbour.

In 2016 I did a keel up refit of the boat including removing the keel to seal leaking keel bolts, replacing the water and fuel tanks, rebuilding the engine and gear box, new 240v and 12v electrical systems, fitting a watermaker, new larger generator and air conditioning, new gas system, new Furuno navigation system, new Hy-drive hydraulic steering system, new standing rigging, fitted a permanent inner forestay and furler etc etc. It was a huge project and I learnt a lot along the way which I hope I can put to good use on your behalf.

I am in the process of writing an article discussing the pros and cons of rebuilding our Ford 2722 engines versus replacing them with a new unit such as the Beta 90T.

At some point many owners will have to make this decision and I hope this might do some of the leg work in making the right decision. I will be looking at the technical aspects, comparing costs and other aggravation factors involved.

I replaced my engine with a reconditioned unit and my heart says I regret this decision, but my head is not so sure.

Finally, with the demise of Nauticat and Veli Karja leaving the business, we have lost a valuable source of information and spares. I have been in touch with Veli and he has tried to introduce me to the administrators, but to no avail. Veli is no longer employed there so there is a limited amount he can do. However, many of the parts in Nauticats were produced by external contractors or are commercially available (eg from ASAP Supplies) and with a bit of concerted Googling and asking around we should be able to find most things. So please do get in touch if you get stuck.



Nauticat Rally

This year, Bob & Lindsay Gosling, and Trevor & Monica Rose, triumphed in the first Nauticat Game of the current era. Next year we propose that the South Coast Rally should open around the 2nd weekend in June in Yarmouth where participants will be invited to compete for a new annual trophy similar to the illustration below. We shall again be hosted by the Yarmouth Sailing Club, who looked after us so well this year.



In addition, we propose to arrange either a Barbecue or a more formal supper on a second evening in Yarmouth and I would be pleased to learn of members' preferences.

From Yarmouth, Jean & I again plan to head west and to potter around in Devon & Cornwall for a few weeks. We would be delighted if you could join us! As this year, we shall invite all members to post notices of their plans or positions via "On The Move" so that we can fix as many happy cockpit parties and runs ashore as the time, weather and enthusiasm afford.

We very much hope that you will be able to join us, and good luck with the trophy!

John Crump
South Coast Secretary
Email: jrc@seaholme.eu
Mob: 07703 346652



Letters to the Editor

Robin.

After a lot of soul searching, Frankie and I have decided that age is against us and so we have decided to sell "Albatross", our much beloved Nauticat 33 Mk.II S/N 943.

I see that the next deadline for the magazine is 1st December and I will be sending in an advert, but could you let me know the projected publishing date of the next edition please.

In the meantime, if you know of anyone who is looking, please put them in touch with me.

All the best,

Mike Barrett

Classified

Sloane Voyager 1982 Nauticat 33



Cost: €49,500

(priced in Euros because she lies near Amsterdam)
approx. £45,000.00

Full details, inventory and more photos available.

Please copy and paste this link into your browser: <https://www.zuiderzee-jachtmakelaars.nl/en/boat-detail/135204/nauticat-33-mk2/>

Owners: Jim & Helen Culverwell, Hampshire

Email: jim@culverwellconsulting.co.uk

Phone: 07785953759

Nauticat 33 Mk II (1985 S/N 943)

“Albatross” is the sailing version with deep keel, skeg hung rudder and taller mast. Rigged as a cutter, not only does she sail beautifully, but with the prop in “clear” water she is particularly responsive under power, stopping, turning on a sixpence and even steering astern! I have found no need for a thruster. She will sail and motor (1,600rpm) at 7 knots.



Imported from the freshwater Great Lakes of the USA in 2005 by us (VAT paid), almost all the equipment has been upgraded and increased since then. We achieved our aim of a safe go anywhere boat, that could operate independently of shore power and offer great comfort with reliability. New equipment includes, NorthStar autopilot with flux gate compass and RPI, Garmin colour plotter, Furuno radar, Easy Navtex, Fridgomatic fridge with ice, 4KW/4 outlet Eberspacher, 3 burner oven with grill and oven, electric anchor winch, gas water heater, 6 batteries, 600W generator, 2 Sterling smart chargers, Sterling smart regulator, powerfull Panasonic stereo with DAB, fully battened main, beautiful multi-coloured cruising shute with snuffler, dinghy, outboard, etc. etc.

Of particular note are the new S/S chain plates, bolted/glassed to the main bulkhead/hull to prevent the common problem of the lifting of the shroud deck attachment points. Also, a S/S wire between the heel of the keel and the skeg, to prevent picking up crab pots.

We are devastated to be loosing the finest boat we have owned in over 60 years of sailing, but age has crept up on us.

Lying, already to go in Sutton Harbour Marina, in vibrant Barbican area of central Plymouth. (paid until 04/19) Perfect for Devon and Cornwall. More details and photos upon request.

Price £75,000

Contact:- Mike Barrett 01579 364007 barrett750@btinternet.com

Technical Merchandise

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

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

Nauticat Association Burgees

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

Mirrored NA Logo, 110gsm, roped and toggled. **£13**

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

Post & packaging. **£2.45**

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

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

John Claisse

General Secretary

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.

Future Events

AGM 2019

2/3 February 2019

Sandbanks Hotel

South Coast Rally

2nd Weekend in June 2019

Yarmouth

IOW

Picture Gallery



Jim & Helen Culverwells Sloane Voyager - currently up for sale