

CAT - A - LOG

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



A sticky place to tie up



Nauticat Association Newsletter

Issue Number 62

Winter 2012

Nauticat Association Merchandise

We now have a new and extensive range of merchandise, just in time for Christmas.

The range of items can be found at <http://www.swift-uk.com/> look under "catalogue"

John Claisse emailed an order form to all members, but if you have lost it just email richard@wcal.co.uk or download it from the web site.

All items can have the Associations logo and a boat name added in many different colours. There really are some nice items in colours, styles and fit to suite every member.

For ties and burgees then please email Richard Wakeham directly.



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Chairman's Letter

I still hold fond memories of the party held to celebrate Maurice's 90th. birthday. It was a most enjoyable event and hopefully inspired us all with dreams of sailing for many more decades. Good living and a clear conscience are his formula for a long and active life. I am sure that we Nauticat owners won't be found wanting.

The technical meet before hand was a great idea of Richard's and very successful.

We now look forward to the AGM, swapping anecdotes from our summer cruises, and hearing about how the iconic 'Riddle of the Sands' film was made. Drummond Challis has sailed the Friesian islands, knows the area well, has researched. Childers and was passionate about wanting to make the film, and to persuade Jenny Agutter to be the star.

While sailing in the Friesian Islands in the summer en route to the Baltic and the Cruising Association rally at Travemunde and Lubeck, I was so aware of the challenge of sailing in these shallow waters and the effects of tides and watersheds.

On a previous occasion, following the route of Dulcibella, I lost power amongst the withies behind the island of Memmert, and had to be rescued by the life boat. I found that Nauticats don't like to go aground.

I wish you all a happy Christmas and many dreams about next year's possibilities afloat.

*Douglas Addison,
Chairman*

*The 1173 Lubeck Cathedral
the furthest point of my
cruise this summer. 1173*



THE ANNUAL GENERAL MEETING

2 p.m. Saturday 9th February 2013

Booking Form

I/We will be attending the Nauticat AGM and request: Rooms
at £67.50 per person including dinner.

Name:

Cheque enclosed for: £

Please return the booking form and cheque to:

Robin O'Donoghue
44 Hill Avenue
Hazlemere
Bucks
HP15 7JU

Email: robidonoghue@aol.com

Tel: 07808 946 540



*Don't forget we have a very interesting talk by
Drummond Challis, Producer of the film
'The Riddle of the Sands'*

Christmas Story

Here is an uplifting Christmas story.

It is the morning after the feast of Stephen. In a dwelling right against a forest fence, in the St Agnes fountain area, a peasant woman is crouching beside the last dying embers of a fire. She shivers, pulls her tattered coat more tightly around her and goes to look out of the door for the 100th time. The landscape is dazzling white; the raw wind blows across the surface of the snow and throws up puffs of icy powder. The woman looks yonder where her husband should be but there is still no sign of him. She is worried. In the night the moon shone brightly but the wind began to blow stronger. Perhaps he fell into a snowdrift. She is also angry. Families are supposed to be together on the feast of Stephen and she told him not to go too far in this weather. "Stay in this area of the forest" she said "there's plenty of fuel around here. I'm not having you going a good league hence."

Later she hears a strange noise outside. It sounds like giggling. A figure in the distance is walking through the snow making large strides and a shorter figure is trying to step into his footprints but the front man meanders and varies the size of his steps to make it more difficult. She can see that the man in front is her husband. He comes into the humble dwelling with his arm around the shoulder of the younger, shorter man.

"I'm back and I've brought my new friend. He's a page and his name is Hither." At this, both men get the giggles.

"He was walking in my steps, you see, where the snow lay dented. This was because the heat was in the very sod".

"Rude" said the page. Both men collapse in laughter. The husband straightens up and pulls a serious face.

"Sorry about my friend" he says. The men look at each other and snort to control their mirth.

"Where were you, all last night and where is the winter fuel?" the wife asks.

"I can explain" the peasant says "but first I've got a little present for you". He takes a crumpled object from his pocket. It is a souvenir towel from Wenceslas Castle.

"You mean you've been up to the castle with the nobs when you should have been fetching the fuel?" asks his wife.

“I had to. You see” he pauses, breathes deeply, trying to concentrate. “I saved his life. King Wenceslas, I mean. Honest. The page will vouch for me.”

So the peasant tells his story with some help from the page. He tells how he was gathering winter fuel in a spot where the snow was deep “And crisp” the page adds. “More even than crisp, actually” the peasant says. “Well, let’s call it crisp and even”, the page suggests.

Anyway, he saw Wenceslas who was hunting wild boar. Suddenly, a huge one came crashing out of the trees, charged the king and knocked him down. Four more boars appeared - the page thinks it was more like six or seven - and they all started trampling and mauling Wenceslas. Armed with only a few pieces of firewood, the peasant tried desperately to fight them off the king. He was losing the struggle, wrestling in the snow, when suddenly he made a huge effort and bit the largest boar on the nose. It gave a bellow of pain and fled into the forest followed by the other beasts - perhaps a dozen of them.

All this was witnessed by the terrified page. The grateful Wenceslas then invited the peasant back to the castle for some flesh and wine.

“I had to go” the peasant explained. “He insisted. It would have been rude not to go. I said I would stay for just the one but it was so hard to get away after he had got all those pine logs in specially. That Wenceslas is a good old boy”.

At this point the peasant says he feels a little dizzy. Probably a delayed reaction to fighting those wild boars. He goes outside.

“Your husband is a real hero” the page says.

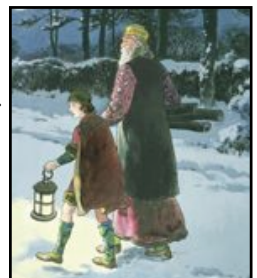
“Then why did he just get a tea towel? Wenceslas should have given him a medal”.

“He has something more important than medals” the page says. “He has immortality. Hundreds of years from now people will tell of his exploits.”

The page points to the figure outside and starts to sing

“Yonder peasant lad walked out on the feast of Stephen ...”.

John Rotter



Hunting down The Fuel Bug

Over the last couple of years, there has been much discussion in the press of the infamous “Diesel Fuel Bug” and the potential problems it can cause by clogging your fuel filter at the most inconvenient time. Fuel bugs aren’t new and of course your filter can be blocked just as easily by the accumulation of debris and corrosion in your tank over the past 20 or 30 years.

I’ve been happy to change the fuel filters once a year, use an additive and also checking the fuel by drawing some from the bottom of my tanks using a long copper tube and small suction pump, until the engine stopped that is. Fortunately we were motoring down the River Fal in very pleasant conditions, en route to the Visitors Marina to meet up with friends. With only 15 minutes to go, the engine slowed and by coming back to “idle” I was able to limp into the St. Just anchorage and drop the hook. On “Albatross” the first filtration is through a Racor 500FG turbine filter. The cartridge is easily changed as it comes out of the top of the casing which means you don’t spill fuel. In went the spare, top up with diesel from a coffee jar which I keep for the purpose, and off we go with no need to “bleed” the engine. All fine and dandy, but I did notice two things. First, there was air at the top of the filter casing, proving the element had indeed blocked and secondly, there was a black oily liquid in the bottom of the transparent filter bowl. Perhaps 20/30 ml but with clean red diesel on top. BUG ALERT !!

On reflection, only a few days before, we had motored from Dartmouth to Plymouth, with the tide, but against a Force 5 on the nose, which kicked up some pretty big seas around Start Point which in turn, would have caused all the muck in the tank to be taken into the fuel system.

The following is a summary of my research, the conclusion I reached and my eventual solution.

First, and as a side issue, when I telephoned Parker-Racor for a replacement filter element, they recommended a 30 micron cartridge as primary filtration. My blocked one was 2 micron, fitted following some poor advice, so perhaps no wonder it didn’t last the season! Downstream, there are two engine mounted “522”s. The sort that you can buy from Kevin Cooper/Halfords over the counter. I’m told these are 10 micron, but no-one can be definite. www.asap-supplies.co.uk the main dealer, sent me several Racor 30 micron cartridges directly to the marina..

Apparently, the “Bug” is an inevitable product of a fuel/air interface, particularly if the fuel is static. Since earlier in the year, fuel companies are required to use a higher proportion of bio-diesel and this worsens the problem. Diesel absorbs water and this is bad news. It can come from condensation inside your tanks, or those of your supplier. We get our fuel from the Mayflower International Marina, Plymouth. Partly because it’s convenient and also because, servicing Princess Yacht’s needs, they have a very high turn over. They tell me that their 18,000 litre tank is replenished once or twice a week and tested every 3 months, so that’s fine.

There is a sizeable industry specialising in “caring” for all diesel. The marine leisure market is tiny. The OK word is “polishing”, which is jargon for cleaning. This can be achieved by filtration, centrifuge or additives and should be carried out on a continuous basis. There are several companies here in the south west who will pump out your fuel, polish it and return it to your tank, including Falmouth Harbour Marine Services (www.fhms@fsmail.net) who offer a mobile service. I did consider using them, but that wouldn’t prevent a re-occurrence.

Some owners fit small polishing systems to their boats, to work 24/7, which is probably the best plan, but that rather implies that they can plug in to shore power. It does seem a good solution though and was worth further research.

I then found, through a web site in the USA, that Racor are marketing an elegant solution to the problem. Their FPM-50 utilises “solid state pumping technology” that turns over the fuel at about 50 gallons a day, which is quite sufficient. The amazing thing is that it only uses less than 1Watt which means it can run off a solar panel without using the boat’s batteries.

Their suggested connection diagram shows tee-ing into the main fuel supply, downstream of the first filter (their 500 series of course), then installation of the FPM-50 to discharge by tee-ing back into the diesel return from the engine injector pump. Thus, when powered by a solar panel, the system would get on with it’s work when you’re away from the boat. Of course, it could also be installed as a dedicated loop. ASAP SUPPLIES are now marketing it in the UK. They are very helpful.

This would be an easy job on “Albatross” , but we’ve two fuel tanks and the fuel return goes only to the starboard one. In any case, I don’t really like the idea of collecting gunge in my primary filter. Seems a bit like

putting your head into the lion's mouth, so to speak. So in my case the best would be two separate dedicated loops, with all the expense of two extra 500 filters, two FPM-50 pumps and the solar panel, to say nothing of the wiring and plumbing. This would work out the wrong side of £1,000. Wrong solution. Think again!

Despite all the above wisdom, my solution is totally different:

- Ensuring that the cartridge in the Racor 500 is 30 microns, my hope is that it will last a season. Smaller particles will be filtered by the two "522"s which appear to have a much larger surface area than the 500.
- The April 2011 edition of "Motor Boat" had a very useful article where they tested 14 fuel additives designed to alleviate the bug problem. As a result, I am now using "SOLTRON". It's supposed to break down bugs, water and general gunge into particles of less than a micron so they can pass through the filters and burn in the engine. Over time, they say it will clean your tank, but I am reminded of the adage that says "if it's too good be true, it probably is." Time will tell.
- Perhaps I'm a born worrier, but it would be nice to know if your filter is becoming blocked. Sod's Law says that if your engine is going to fail, it will at the worst time. How about going through the Bridge at Drake's Island on springs? Again, Racor to the rescue! Through ASAP I have bought Vacuum Gauge RK 11 1676E that will tee into the fuel supply downstream of the 500 filter. This will measure the suction of the engine driven fuel pump and as the filter blocks, it will show increased vacuum levels. Cheap gauges are readily available but this one is not only calibrated to a suitable range with yellow and red bands, but has a second pointer which will remain at the lowest pressure until reset and a rotating bezel to set your limit.

So far I've spent about £100 and if it all works the way I hope, I'll be able to rest easy in those big seas. I don't profess to be an expert, so please don't take my word as gospel and if you can add any of your own personal experiences, please let me know, preferably over a pint of Betty Stoggs!

Mike Barrett

Nauticat 33 "Albatross."

Saltash Sailing Club.

Cruising Report

Area Secretaries are required on the South Coast and East Coast to help me organize events/rallies. Any Member able to help in his/her home port area would be greatly appreciated.

Current Area Reps. are:

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Mob:+33 682593221

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The Cruising Section of the Website (www.nauticatassociation.co.uk) contains the latest news on cruising topics. If you have such news please send it to me j.claisse@btinternet.com.

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

Topics of special interest to Members include:

General Interest: ATIS, Bio-fuel, Red Diesel Tax, Border Agency, Customs, Police, Wind Farms, Nature Reserves, Oil Rigs, Fishing Gear etc. If anyone has recent experience, good or bad, please pass it on to us.

Operational use of equipment: AIS (on iPod!), DSC, Chart Plotters, Broad Band Radar. Experiences please. Please put your technical questions to Technical Secretary Alan Warrell ta.warrell@btinternet.com.

Cruise reports: Navigation challenges and destination facilities encountered. I hold some reports of a transit through France via Le Havre, Paris, The Rhone and Port Napoleon \Marseilles, Nice, Corsica, Italy.

Please feel free to contact me with suggestions and/or questions, j.claisse@btinternet.com or mail to Chapel House, West Meon, Petersfield GU32 1LX, Tel:01730 829001.

John Claisse

Cruising Secretary.

ZARZUELA.



The Peloponnese

Whilst the international press has given Greece bad publicity by reporting the riots in Athens and public suicide, in our experience this does not extend to the provinces and certainly not the islands. This negative publicity is unfortunate because Greece derives about 15% of its GDP from tourism and this year the bookings are just not coming in. This is particularly noticeable to us in the reduced number of charter yachts to be seen. The average Greek blames corrupt politicians and Germany for their woes but remain fairly philosophical about it all. They are generous welcoming people who will always give that little bit extra.

It is certainly true that Northern “Euroland” has prospered at the expense of the “Club Med” countries because the fixed exchange rate has made their goods and services expensive and thus uncompetitive when compared to countries such as Germany who have benefited from their artificially low currency value. One Greek told me that their prices have more than doubled as a result of the Euro.

We had laid up “Kajtuula” for the winter at the Olympic Marina near to Lavrion on the South East tip of the Attic coast. This marina was disappointing as it is several kilometres from the town of Lavrion and lacks facilities. When we arrived the chan-



dery had closed and there were no restaurants and bars nor port police which the marina advertised itself as having. The chandlery did re-open before we left and they were in the process of setting up a restaurant due to open in early May.

Our outline itinerary for May and June was to sail around the South side of the Peloponnese and into the Ionian sea taking in as many islands as possible and up to Missolonghi where we left “Kajtuula” for July and August returning home. On telling a “Rodney” * who we met on the Island of Aegina that we intended to sail Westwards along the South of the Peloponnese he said sarcastically “well best of luck. In my experience

it is best to go round the other way as the prevailing wind is from the West and you will be beating to windward the whole way”. His wife later told me that they had had to charter a skippered yacht as they were novice sailors. In fact the biggest problem is getting around Cape Malea which is a windy treacherous place but coming from the East there is usually a NE wind to help. The prevailing westerly wind will often curve around and blow from a S-SW direction up into the gulfs with severe gusts. In the event, we sailed around Cape Malea in a flat calm so that the anticipation was far worse than the actual experience. At the head of the gulfs there can be a pronounced land and sea breeze so that anchorages need to be selected with care. A Greek sailor from Athens told me that he had sailed both ways many times with different wind experiences each time. Julian Blatchley who we met at Poros and has just published his highly entertaining first book “Adjacent to the Argonauts” told me that there would be no problem going that way. He lives in Aegina keeps his boat at Poros and has sailed these waters for many years.

At the time of writing we had sailed to Aegina, Poros, Idrha, Dhokos, Porto Kheli, Leonidhion, Kiparissi, Monemvasia, Neapolis, Elafonisis, Porto Kayio, Limeni, Kalamata, Koroni, Pilos, Kiparissia and Katakolon. The distances are not great the longest being little over 30nm.



* “Rodneys” will have been encountered by every sailor. Having stood observing you trying to moor up whilst being blown off by a howling gale and done nothing to help, he will try to engage you in conversation whilst you are still struggling to secure the boat with observations like “you didn’t take account of the tide, old boy”. He will normally be wearing the latest in designer sailing gear. Otherwise to be found in the sailing club wearing blazer and tie lavishly decorated with nautical motifs talking about “My Yawt”. This is usually omitted when he is close to the actual vessel which is often small and well hidden.

John Rotter

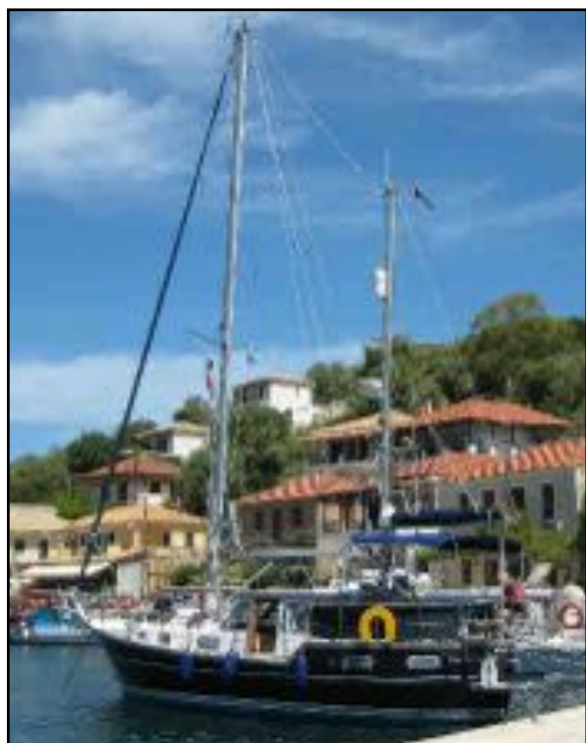
Four Goodies and Bodge for Dreamcatcher

Those of you who know us, will know we used to have a Nauticat 38 in Greece, which we brought back to the UK in 2002. Others of you will have read the account of the delivery trip of our Nauticat 331 Dreamcatcher to Greece, last year (There's some life in the old dog yet). That trip was marred by having to complete it quickly, due to a family crisis. This meant that we motor sailed almost the whole way and had no chance to see how she sailed until this year. So, this year we put it all right and were well pleased with the outcome.

The 331 is a beautiful boat, that sails as well as she turns heads. Furthermore, dare I say, she does suit "the older gentleman". Her teak rails turn her into a safe aquatic play pen. However, we have still managed to make improvements with addition of a full awning to the after deck, a No .1 Genoa (Arun Sails), a Brunton's propeller and a Schenker water maker (from Mactra).

Awning

We were very fortunate in managing to get an awning designed and made after we had delivered Dreamcatcher to Levkas where she is berthed, in the time between leaving her in June and going back out in September. Try doing that in the UK - and at a reasonable price!



The picture shows Dreamcatcher in port, with the awning fitted. It has been absolutely wonderful and no boat in the Med should be without one. We did have to make a few concessions to achieve it, but it has been worthwhile. We had to raise the boom by 15cms (trimming the sail at the peak). Although Sally has good clearance above her head whilst standing at the helm, I am short of headroom by about 4cms and have to stoop slightly. This is no bother to me, as I am rarely entrusted with the helm and usually sip my Amstel in the aft seats that are fitted at the

stern (see photo). If I were going to do it again, I would raise the boom by a full 20cms, as we have not been inconvenienced by cutting the mizzen down.

Genoa

One significant advantage of keeping a boat in Greece and having all the work done for you is that it gives you six months or so to work up your case for capital expenditure to your better half. Memories do wane and extra things can be slipped onto the list, one at a time. So this year, after having been unimpressed by the little sailing we did do last year, we ordered a No .1 Genoa.

We first of all placed an order (at favourable discount) with one of the bigger suppliers, but found that the order got misplaced in their huge system and could not be delivered on time. The sails on Dreamcatcher are Arun sails and we had also turned down an earlier quote from them, in favour of the bigger supplier. So and with just three weeks before we were due to go, I tentatively went back to Arun Sails and to “feel the water”. The response I received was completely understanding and helpful, as it was efficient. And we placed an order within the three week period, to be delivered directly to Greece and before we arrived.

To our complete pleasure, the Genoa was already fitted to Dreamcatcher when we arrived and looked very smart. We at once realised that had we gone with the larger supplier, it would have been at odds with the other sails, in that it would have had the wrong colour sacrificial strip - all three sails now matched and met with the “Treasury’s” approval. We took her for her first sail and were well pleased with the result with both the new sail and the 331 in wind speeds ranging from 6 - 18 kts. We also found that even in light airs, we could indulge our lazy man’s delight of sailing (Amstel sailing in Greece) under mizzen and main, which is also our preference for heavy weather. It also set nicely, as can be seen in this picture of Sally, under the awning, whilst negotiating the shipping lanes.



We were particularly impressed with the light airs capability of the 331 under this rig, which equated to around 3.5 kts -even in <6 kts of breeze. At 18kts, we were sailing at 7kts and still at 45 degrees to the apparent wind angle . I should perhaps point out at this stage, that our mizzen is also an Arun mizzen, which has two full

battens at the upper section and a larger leech than some other makes and this would be beneficial. Against that, I would add that our mizzen has been cut down, with the top 15cms is now missing, which would go some way to balancing that advantage in the other direction. We also found her pleasantly stiff.

Bruntons Propeller

The Bruntons propeller is an intriguing device, that defies logic, at first sight. The propeller blades are not fixed and each blade can swivel through 360°. As the prop begins to rotate, the blade adjusts its angle to gain maximum power. When going astern, the blade swivels right round, to face the other way and does the same thing all over again. The result is maximum efficiency, instant drive and loss of vibration.



The photo shows the prop now fitted on Dreamcatcher.

My son fitted one of these to his Bavaria 42 and we were so taken with the effect that we decided to fit one to Dreamcatcher. This decision was to become a nightmare, which was eventually dispelled (just before we arrived) with a bit lateral thinking on the part of Joe Charlton,

The proprietor of Contract Yacht Services - who looks after our boat) and some speedy reactions on the part of Ian the boatman, on launching. Apparently, she went down the slip (thanks to the generous application of hot animal fat), left the end and the engine started fine. Forward gear was engaged and she shot back at an alarming speed in the direction of the slip that she had just left. Fortunately Ian is well experienced and reacted by throwing her immediately into astern, which had the effect of taking her forward. Somehow, he kept his cool and made it over to the quay (with the Morse lever set in apparent astern), once there things became a bit more hectic and required a careful balance of ahead and astern - a line caught around our brand new passerelle and it plunged to the bottom.

Having berthed Dreamcatcher, further frantic attempts to locate the lost passerelle and hook it with a grapnel failed. After some days of unsuccessful fishing they finally resorted to scuba gear to try and find it, but there

was no trace and a new one was fitted.

The suspicion is that someone saw the action and dived before their final search. All this had happened just before we arrived, expecting to find a freshly cleaned boat, a vase of flowers and a bottle of gin on the table, with tonic in the fridge. So the team of engineers applied cold compresses and recognised that the Yanmar gearbox is ambidextrous and will operate in either direction, and hastily swapped over the ends of the Morse controls, to save the day.

You can imagine our reaction on arriving and being told the tale. Emails flew backwards and forwards in all directions. Bruntons were accused of sending a prop with the wrong rotation (which they hotly denied), We could not understand what was going on, as before placing the order, we had taken the precaution of contacting Nauticat for the exact technical specification of the prop. That spec had been directly forwarded to Bruntons.

The prop was delivered and sent out to Greece for fitting. Bruntons checked all their documentation of the of manufacture, could see no errors and assured us that the prop had been correctly made to the specification that was ordered. Everyone was baffled until finally, Nauticat remembered that they had in fact changed the prop before delivery and to a prop with the opposite rotation and therefore the specification they had sent us was incorrect.

The story does have a happy end however, the Bruntons is a vast improvement and there is no problem that has arisen in operating the gearbox in the reverse direction. The only downside is that we are left with a hefty bill for engineers time and the cost of a new passerelle. We may have spent more than we had intended, but the result is that we now have a boat which will happily cruise at 7 kts, without vibration and have far greater response to difficult sea conditions and have seen a considerable saving in fuel consumption, to say nothing of improving our speed under sail. Sally can also go astern with more confidence on the rare occasions that we berth stern to the quay.

Water Maker

We have to say that this has been a raging success - no need to wait in queue for the hose - showers whenever we want - as much water as we want - no need to buy expensive bottled water. Would we do it again - yes we would break our necks to be first in the queue. Would I fit one in the

UK? No I would not, but in the Med it should be high on the list. We were totally unaware of the extent of the advances that have been made in water makers over recent years. We had one on Gentrice 10 years ago and thought that was state of the art. It was driven either off the engine, via a generator, or via shore power (when we found it) - using a 1.5 kw AC motor. We found that two hours a day with the water maker kept us going and matched the daily need to recharge the batteries (via the generator). This equated to around 4 galls/hour, which satisfied our needs.

Knowing the luxury of having a water maker we therefore set about looking for one. I am pleased to say that we chose the Schenker water maker from Mactra. It had a specification that sounded quite unbelievable, from our perspective - just 9 amp/hours for around 7 gallons! Mactra were also very helpful in giving us valuable advice on the best way of fitting and using it. This advice was based upon real advice as Jim Mac Donald (Mactra) has one in his Westerly and knows it inside and out.



This photo shows the main part of the water maker, installed in the locker space revealed by sliding the portside step inwards. Running it consists of turning on the power, flushing it for 3-4 mins to avoid the saltiness that comes through as it first pressurises. Then, turning the three way

valve, to direct the water into the tank. From there on it is only a matter of turning off the power when you have enough. The three way valve is in the same locker and we discharge the flush into the plastic bucket. We had intended originally to plumb all this through to the galley sink, but this sink already has three taps there, so we felt we would not clutter it more and it does work well where it is.

The pump water inlet means installing another sea cock, but we found a suitable site just aft of the main inlet as shown in the picture and the operation of neither water maker, nor engine appears to have been



compromised. It can be used any time, be it at anchor, sailing, or under power.

We also found the rear bulkhead of the engine compartment was ideally placed to receive all the plumbing, which consisted of the high pressure pump, filters and valves - for flushing, as shown here. We did have one awful moment, when and just as we had got into the engine compartment to flush the water maker prior to leaving it for two months, there was a loud bang and the sound of escaping air (we thought). It turned out that what we had heard was the high pressure line from the water maker pump splitting. The sound of escaping air



was water turning into steam, as it hit the hot engine. The reason was found to be that the pipe used was not up to taking the required pressure range. Closer reading of the manual showed that this was exactly as stated in the text and this was an error in our installation, which has now been corrected.

The Bodge

We were in an exposed bay on the small island of Kastos, when an unexpectedly strong wind came and we decided to seek a less exposed anchorage elsewhere. So we lit up the engine and raised the anchor to set off to another island. This entailed us motoring directly into some heavy seas for a while, but when we turned to rounded the end of the island we had the heavy seas on our beam, added to which we were passing over a heavily contoured bottom. Here the Bruntons propeller enabled us to maintain a constant 3.5 kts. Despite the heavy seas, whereas the original prop would have required constant adjustment of the throttle, but we were still rolling quite significantly.

During this journey, something that had not been stowed securely fell in the galley and I went down to find out what it was. I was bending down on the floor picking it up when and in one particularly vicious lurch, the door of the refrigerator burst open and I was showered with five bottles of water,

a litre of gin, 6-7 cans of tonic, about 10 cans of Amstel, all the contents of the freezer compartment and all the other contents of the fridge. All I could do was to scoop up what I could and ladle it into the sinks, but clearly this was something we did not want to happen again. When we had anchored and peace had descended, I examined the fridge to find that there was nothing wrong with it, except there being no lock for heavy weather. It was secured by the simple plastic catch, which did not have sufficient overlap to cope with the flexing of the door. The good news is that I did find what



appears to be a simple remedy to enhance the security. It was to stuff a rubber from the chart locker in the catch, which just happened to be of the correct size to force the catch up further and improve its security. This is shown in place in the photo, where the rubber is in place .

Trevor & Sally Doran
Dreamcatcher

Deadline for next issue - 1st April 2013

Copy can be sent by e-mail:
robidonoghue@aol.com - or to:

44 Hill Avenue, Hazlemere,
Bucks HP15 7JU.

Photographs, including digital, very welcome



Technicat

We were lucky with the weather on Saturday Sept 17 for our Technicat Meeting at Gosport Marina; the sun shone. This new and brilliant idea was to bring owners of Nauticats and, if possible their boats, together so we could look and discuss the various merits of each others boats. It also proved a wonderful opportunity for prospective owners to investigate the merits and different types available. We had two 331s, Oisin & Fairwinds, a 33 Zarzuela, a 44, Out of the Blue and a 38, Discovery 111 along with 24 members.

The day started with coffee at The Boat House Café (*we later had a very good lunch there*), where all the introductions were made and a loose agenda decide upon.

We then split up to view the various boats on show. It was like a mini boat show with several prospective purchasers showing great interest as the owners enthusiastically extolled the virtues, and downfalls, of the various configurations. There were some very good discussions among all the

members: seacocks, upholstery, carpets, copper antifouling, rudders, stern glands and single handed mooring techniques. Even my wife Lyn, who had threatened to go shopping at Gun Wharf, found it interesting and decided to join in playing guide and hostess on Oisin.



Ed

Eastbourne Rally

18th / 20th June 2012

I decided we should arrive for the South Coast rally at Eastbourne early so, with Dave my crew, we left Yarmouth about 7am on Sunday morning reaching Brighton Marina that evening after a pleasant ten hour motor-sail. Next morning we awoke to a bright sunny day and after a lazy and rather late breakfast we left Brighton and came into Eastbourne about midday. Once on the pontoon in Sovereign hoisted the Nauticat flag and waited for the rest of the boats to arrive.

First to appear was Richard on Autumn Dream with his crew Mike. Richard had set off from Dover in his newly acquired Nauticat 44 and was pleased the rally was being held in Eastbourne making this, his first real test of the boat, a good reachable distance.

Alan Warrell on Jennyanydots, a great solo effort, arrived the next day, followed by Richard White and his wife Norma from Harwich on Baltic Cloud. Also arriving was: Douglas Addison on Galatea of London, another intrepid soloist, who was joined by his wife Judith who came by car. Finally, later in the afternoon, John Claisse on Zarzuela and Maurice Owens on Old Possum sailed in to join us. This made seven boats plus an eighth in the form of Suvi owned by Claire & Simon Kearns who are residents of Eastbourne Marina.

We decided it would be nice to have a get together with nibbles and drinks on Gentrice so as to get to know each other before going to the Harvester for dinner. We were joined there by Clive & Stephanie Cole who had come by car and were staying nearby. After the meal we had a quiz which was won by Douglas & Judy who received the prize of a bottle of Champagne. Next day, once again bright and sunny, everyone gathered at mid-day, including Robin & Lyn O'Donoghue and Rod & Annabelle Cotton to board the coach for nearby Hersmonseaux Science Centre. This observatory houses several ex Greenwich telescopes and we were given a tour with demonstrations on how the telescopes work and many other interesting facts. We got back to the marina with just enough time to get ready for the evening meal at Pablo's where a great time seemed to be had by everyone, judging by the laughter, with excellent food, good service and a raffle to finish off the evening.

The plan was to leave the next morning, Thursday, but the weather had other ideas. With strong gale force winds and high seas forecast it was

decided to remain in Eastbourne Harbour until things improved. Baltic Cloud and Autumn Dream did manage to get away on Thursday morning as they were going East. It would be interesting to know if they got back home without any problems. (*An article please. ED*).

We managed to leave the following Monday with Old Possum, Zarzuela and Jennyanydots deciding to go the next day. Because the sea was so rough after the storms it was decided to go south of the Owers and miss the lumpy Loo Channel. We could see Old Possum, quite a distance behind, taking a much closer course around Beachy Head and appeared to be making rather heavy going of it. We called him several times on the radio but didn't get any response and assumed he was too busy to talk. It wasn't until quite a few days later that we heard about his problems - sorry Maurice. (*Cat-a-Log 61 page 18*)

We returned to Yarmouth ten hours after leaving Eastbourne, having good spring tides, making 10.4 knots at times in the Solent. June, who had chickened out and returned by train, met us on the pontoon to help us moor up.

I am glad to say I have received some pleasant and positive remarks with regards to the rally by those who attended and would like to add a big thank you to all those who came and helped.

Alan Langmead

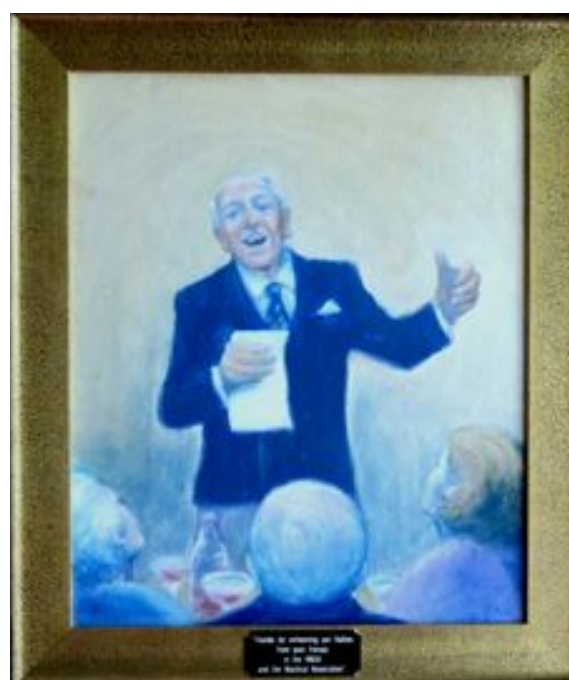
Gentrice

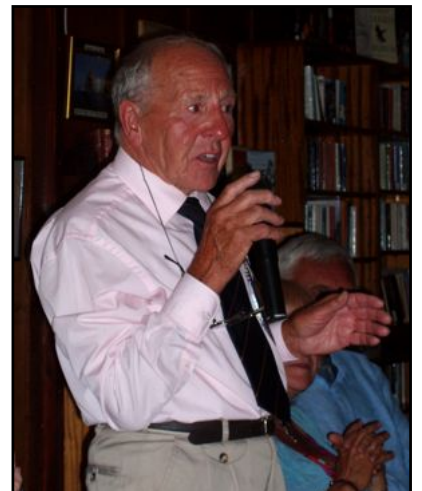


90 years old is an achievement by anybody's standards but when it is done in such style as Maurice Owens you have to look on in wonderment. Maurice is what everyone should aspire too: good company, a raconteur, a singer, a dancer, a sailor and most of all a lovely man.

On the evening of Saturday, September 17th, after the Technicat Rally, we made our way round to The Hornet Sailing Club to celebrate Maurice's 90th. In the company of RNSA and Hornet Members we had drinks and a sit down supper for around ninety to celebrate this auspicious occasion. The Nauticat Association, through the efforts of John Claisse, had arranged for an artist to paint a picture of 'Old Possum' and another of Maurice in full voice. These were presented to our birthday boy who followed up with a speech a song and a run of jokes to entertain us, in his usual style, for half an hour.

A very successful evening to end a wonderful day. *Ed*





Eastbourne Trip Completion

I wrote in the last Cat-a-Log article, about my single handed trip from Dartmouth to the Solent and on to the South Coast Rally, and then a delayed trip back to Lymington (*with a very misty entrance*), where I left Jennyanydots to allow me to return to Somerset for the various family and friends events.

To complete the trip, I return to Lymington a week later and had a 4 day window to get back to Dartmouth before I needed to be in Wedmore (*my home*) for the height of the Wedmore season the local Opera!

I left Lymington in the afternoon, anchoring in Studland Bay for a pleasant evening, then leaving at Sunrise (0500) for Dartmouth catching a fair tide around St Albans and Portland Bill and then having the tide against me across Lyme Bay, but that tends not to be too strong.

The wind increased as I crossed the bay, naturally against me, so had a fairly roll a coaster ride home, the consent pitching caused the one of the struts holding the wind generator pole in place came apart at the guard rail fixing and the screws holding the two parts of the pole kept loosening, so had to lash it as a temporary fix and keep tightening the pole every 30 minutes.



I realised the fixing that had come undone had been adjusted during the work I had done in Lymington fitting a bimini. I reached Dartmouth around 1600 just in time to get Noss Marina help be on to a pontoon, so I could collect my dinghy and mooring ropes for our trot mooring out in the river, I had been away for 2 months. Next morning to complete my trip, I had a walk into Kingswear, bus ride to Paignton, train to Burnham on Sea, and finally bus to Wedmore, arriving home with a day to spare for the Opera!

Jennyanydots - Summer 2012

In August Theresa and I had planned a fairly leisurely summer cruise, with the intention of spending some more time in Fowey, which we had liked the previous year.

We started off by leaving the dinghy on our river mooring, being lazy not to take it over to marina and drop it off, not to be repeated again for anything more than a few days as you will read later.

Having got settled in on Saturday, we decided to wait a day before leaving Dartmouth as there was still a bit of a force 7 around, so on Monday we set off to Salcombe, had a reasonable trip, Start Point was its usual bumpy ride, planning to arrive at Salcombe around late afternoon, giving us LW +2 over the bar, with the plan to wait if the entrance was still rough following the recent windy days. On arrival the bay and the bar looked calm so we went in, which gave us about 1m clearance. The harbour was pretty busy as it was the town regatta, so we ended up rafted on the visitors pontoon in 'The Bag', with one of those arrivals alongside another boat which you think, could have done that better, the wind caught the stern and pinned us against the other boat but about 6 feet short of where we needed to be. Salcombe Harbour master now provides water on the visitors pontoon, once a day around 1100, which is a good addition. We spent two nights in Salcombe, giving us Tuesday to explore, buying some local pasty's as part of our research into who makes the best ones.



Then on to Fowey, where we had more than enough visitors buoys to choose from, the one we choose was tucked in to the entrance to Pont Pill near the visitor's pontoon.



We had several days in Fowey which included making good use of the Royal Fowey Yacht Club showers, bar and restaurant (*very good evening meal*). The club has a lovely view of the harbour and on one evening we were treated to a tall ship coming in to the harbour.

In continuing our research we sampled several different shops Cornish Pasties, even on one occasion we had two from different shops so we could do some serious testing!

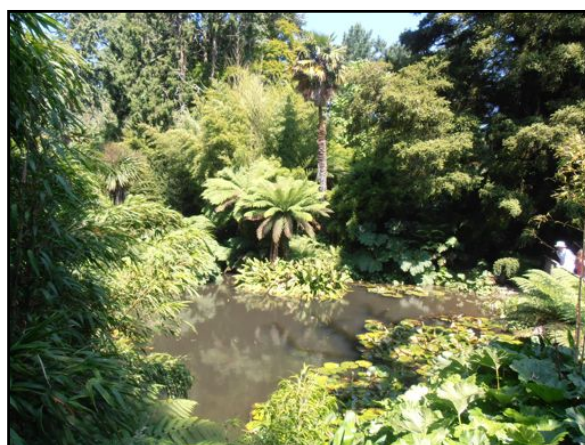


Having sorted out the local bus services we caught a bus from Fowey to the Loss Gardens of Heligan, the bus trip was an experience in its self, as it took



a route which went to St Austell Hospital, Asda and the town centre, then on to Charlestown and eventual the entrance to the Gardens. The weather was very good to us as we a sunny day to explore the gardens, a worthwhile visit.

During the early hours one morning, we were woken by a lot of large engine sounds and rumbling, I just said that's one of the china clay boats that turns around in the harbour as they can't turn by the china clay quay, I was wrong when eventually getting up there was a large cruise liner anchored in the middle of the harbour.



Over the few days we were there the visitor moorings started to fill up, especially as the Fowey regatta was due to start soon, so rafting became the norm, however on our last evening we were having a drink on the terrace of the

RFYC which overlooks the visitors moorings, as the continuous stream of boats arrived we expected to find that we would have neighbours on our return, but no one rafted alongside us, we started to wonder was there anything wrong with us, especially as a Nauticat looks a good boat to pick to raft with.



After 3 enjoyable days in Fowey we departed for Plymouth, passing the RFYC and seeing the terrace in front of the club.

Conditions on the trip to Plymouth were excellent, a nice force 4 on our port quarter, so a sail, no engine for a change, all the way into

Plymouth Sound. Then motored through the Bridge into Mayflower Marina, very helpful staff and it transpired that having been there before I had a voucher for 3 nights for cost of 2, seemed a good idea especially as the weather forecast looked like there was a bit of a blow due in a couple of days time. Our plan at this point was to have a couple of marina days then go up the River Tammar to Weir Quay for a few nights, before returning to Dartmouth.



The forecast started to look rather nasty and coming a day earlier than we thought, so after our second night, the Forecast on Tuesday morning was for F8 occasional Force 9 on Wednesday and staying in the Force 7 area until the weekend. We had two options: stay in Plymouth and the River Tamar for several more days than planned or give up our free night in the Marina and head back to Dartmouth. So

it was sorry, no lay in, we needed to be up and away, Dartmouth here we come.

A perfect sail back with the smoothest rounding of Start Point ever although the wind was starting to pick up as we reached Dartmouth. Back to our mooring to pick up the dinghy, with the plan of going up to Dittisham.



We found the dinghy was a mess, the local sea gulls had decided this made a lovely bathroom, especially with a bit of water in the bottom from rain; we won't be leaving the dinghy on our mooring when we are away in the future.

Decided to stay on our mooring that night and see what the weather brought tomorrow. Good decision. Never seen such waves in the river Dart, the fore-

cast was right a real blow, so stayed put and walked into Dartmouth.

The Summer cruise was completed by the Dartmouth Regatta at the end of August, so out came the flags to dress ship for the festivities.

With respect to detailed research into the best Pasty, the jury are out, we need to go and try some more!

Alan & Theresa Warrell

Technical Support

Jennyanydots

The season comes to a close as I write this article, I guess as for most of you, a varied mixture of weather during the sailing season. Last week we managed to get a few days on Jennyanydots before she comes out of the water on the 7th November for the winter. The River Dart was very quiet with a mixture of sun, cold, wind and rain, so during our few days we only went as far as the Ferry Boat Inn at Dittisham and two visits to the fuel barge, both occasions it was closed (could have been something to do with Dartmouth food and drink festival and the rain), luckily the Ferry Boat Inn was not closed!

I mentioned in the article in the last issue about a problem I experience on route to the South Coast Rally with a large error in the fluxgate compass, which I could not resolve, other than blaming a French electronic surveillance plane which buzzed me several times as I cross Lyme Bay. Anyway

I started to research possible causes and all things pointed to some external magnetic influence near the fluxgate unit. This is fitted under the basin in the forward heads and nothing has changed there, nothing moved or stowed. I was about to give up and assume a new fluxgate compass would be required when the light came on. During last winter my Father gave me his very smart Bosh cordless drill, as he said he was getting past the age for doing DIY, so I put it in up in the forward cabin. When getting ready to come up to the Solent in May, I stowed items which may go walk about on the trip, and I stuffed the drill in the bottom of the forward cabin hanging locker, that is on the opposite side of the bulkhead to the heads where the fluxgate compass is. The drill removed and the 40 degree error vanished!

The winter maintenance and improvement plans for Jennyanydots are:

- 1) Having the many years of anti foul removed by Symblast at the beginning of the winter and in the spring coppercoat applied.
- 2) During the season the noise from the prop shaft has increased along with a constant tapping sound, so I plan to replace the cutlass bearing, servicing the Spurs rope cutter and check the stern gland and the flexible propeller coupling, I believe I have one of the original Nauticat couplings which reading previous technical articles are not very flexible. Hope that lot will sort out the various noises, but at least give me confidence that it's all OK.
- 3) I am planning to fit a holding tank for the aft heads, putting the tank under the aft berth, I have the outline design drawn up, but I have to still to work out how to get the extra pipes from heads to under the berth. Also in working out the design I was surprised to find the existing discharge pipe does not have a very high loop, only going about 12 inches above the water line, so definitely below water when heeled to Port, but as I have not experienced any problems with the operation I will leave well alone.
- 4) Then there is the normal list of maintenance items, which seem to get longer each year and some like other years will get deferred to "Do during Season", funny that list very similar from year to year.

I am hoping to put off for another season, the replacement of the two service batteries, they are 10 years old now, and are showing signs of age, the addition of the wind generator two years ago has prolonged their life, especially as we don't have access to shore power on the mooring, so at least they are kept topped up while we are away. Unfortunately I noticed during our summer cruise the voltage dropping off fairly quickly once the

engine was not running, especially when we had a few nights in Fowey and not much wind to get some charge into the batteries to cope with fridge etc. I will have to give them some extra love and care this winter to help them last next season.

Tech-ni-Cat

We held a Tech-ni-Cat meeting in Gosport during September, which coincided with the Southampton Boat Show, Maurice's 90th Birthday Party and an excellent sunny day. This was Richard Wakeham's idea and it was very successful and well attended along with 4 Nauticats to look at.

We will be planning some similar event for next year; any ideas of how to improve this event would be welcomed. I felt that we had not covered all the points people had raised prior to the event but being able to look at other peoples boats was certainly interesting. The lunch time gathering was also very enjoyable, as seen in the pictures, especially the brilliant weather provided by Richard!



Technical Queries

The following queries have been raised over the summer:

Nauticat 43 Guard Rail

Some rectification work required on stanchions around gate area, looking to source stainless steel sections in Orkney, supplied several contacts of stainless steel suppliers to the marine world, which I have used, Baseline Marine and Sea Screw.

Nauticat 43 Wiper Shafts

Wiper shafts or motors need replacing, looking for who makes them? Believe the motors are an American make AFI (Marinco) 001 262 293 1700, Vetus supply same type under their own name, Vetus UK tel 02380454507. They supply a replacement shaft, part No: RW15 1320-1540.

I have heard that the shaft can cost as much as a new motor so beware.

Nauticat 33 Fuel Tank Cleaning

Tank full of sediment, needed flushing out, Express Lube, Chris Roos used, a good job cost around £350 plus VAT.

Nauticat 331 Diesel Bug

Bad case of diesel bug, owner made own system to clean and polish fuel. Needed to source “O” ring for fuel gauge, suggested to try Polmax a supplier of “O” rings.

Nauticat 33 Window Rubbers

Getting black streaks from window rubbers also comes off very black when polishing around windows, is there any fix?

I don't think there is any real fix for the black coming from the rubber seals, the rubber deteriorates due to UV and various pollutants in the air, most noticeable on rubber more than 10 years old.

I have heard that the deterioration can be slowed by applying silicon based products but I have no experience of how successful this is. Caravans experience the same problem and various car type cleaners are used to try and reduce the amount of black.

In the USA boat owners use a Wests Marine product called Aerospace Protectant to try and protect the rubber, but again I have no personal experience.

Nauticat 331 Microwave Replacement

Is there a replacement to the Electrolux microwave EMM1260?

The Electrolux EMM1260, is h235mm, w444mm, d337mm, there is a couple of cheap options which may fit. Sharp make a model Compact R272 (SL)M approx £70 and dimensions h258mm, w439mm, d359mm.

Panasonic have a similar range, NN-E281, h255mm, w440mm, d340mm.



It appears that the EMM1260 is still for sale from various distributors in Finland, Sweden etc, at around 150 euros, I guess plus tax etc.

Nauticat appear to fit Siemen models, they use a Siemens 15M562 model, around £300, dimensions h280mm, w453mm, d320mm. (see attached photo)

Lot depend on how much you use the microwave, I would certainly be looking at the exact dimensions of the hole and seeing if one of the £70 compact range ones would fit.

Nauticat 331 Hydraulic Lock Engine

Engine locked up, it turned out that the cylinders were full of seawater, managed to remove the water by taking out the injectors and cranking the engine. The engine now runs but I am worried about a repeat of water syphoning into the engine. There should be an anti syphon valve somewhere but I cannot find it.

The valve was found under the pilot house seat on the port side with a hose running to a skin fitting which was blocked with some sort of wax. It looks as if an insect had crawled in there and secreted sufficient wax to block it. It was cleared it but still no water coming out of the outlet.

I advised, you may have already done so but suggest as precaution to change oil and filter encase there is any sea water contamination in the oil, if the oil has turned milky then several oil changes may be required.

This reminds us all to ensure the anti siphon valve works, especially as it is buried away behind lockers etc on most Nauticats.

Nauticat 331 Smelly Holding Tank Vent

2006 331, the vent hose connects to a 90deg elbow on the tank top, then runs aft, downhill under the port berth and into the forward head. There it is uphill to an anti-syphon loop before going down and out of the hull side. If the holding tank is near full or over filled the waste can enter the vent pipe, where it will lie causing a stink !!! Installed a carbon smell filter before the loop which removes the stink found outside, but the hose inside starts to smell even though it is 'non-permeable'. Cannot see a possible routing that will take the hose uphill to the anti-syphon, the panelling in the forward cabin precludes any piping being routed. Any suggestions, short of ditching the Siltala SS tank and installing a plastic lower tank ?? Any idea why Siltala did not install a level gauge?

Sorry, I don't have enough detail knowledge of the 331 to help, I have looked up similar aged vessels as yours and they may be able to help, they are; Tempus no. 1242 2005, Dovetail no. 1267 2007, Dreamcatcher no. 1275 2008.

I am in the process of designing a holding tank installation for my NC 35 and have found Tek Tank 01420 525478 very helpful and knowledgeable with respect to combating smells.

Have no idea why Siltala did not fit a level gauge, the simplest one is the Tankminder, supplied by Tek Tanks. It warns you when tank is getting full but requires a hole in the tank to fit it, another option is a ultrasonic level indicator, OK for stainless and requires no hole in tank.

Nauticat 52 Unknown Bow Thruster

Query from France with a new owner of a NC 52, trying to work out who made the bow thrusters as it's not working. Pictures supplied to help identify.



From the pictures you sent and the research I have carried out the best I can provide is:

I believe the system you have is a hydraulic tunnel thruster, the hydraulic motor is in the tunnel and the hydraulic pipes are connected directly to the motor, this is controlled by a hydraulic valve, the white painted hydraulic equipment made by Danfoss, the valve will be controlled by the joy stick in the wheel house. The hydraulic pressure will most likely come from a pump driven by the engine. There may be an oil cooler as part of the system.

This type of system appears to be rare today on leisure boats and has been replaced with the gearbox type drive.

Danfoss still make bow thruster systems, but for commercial ships, the company has changed over the years and the company that makes bow thrusters is Sauer Danfoss (French office +33164379133 they may be able to help, but their current range is for commercial boats)

There is an American company that makes similar systems, but again mainly for larger boats, its Thrustmaster in Texas, 713 937 6295 www.thrustmastertexas.com

The latest information is that the system was declared not reparable, so the system has been removed along with the hydraulic pump and replaced with a side power thrusters.

Nauticat 331 Deck Flood Lights

Looking to source the deck flood light.

The led light is an American 4 inch diameter GE4411, or Lucas SB4411, should be around £9.00 can be bought through most Lucas suppliers (its used on Tractors!) A supplier used by Nauticat Association Members is Elta Lighting Ltd,

Information from Members

Fuel Filters

I am the unfortunate Nauticat owner with a case of 'diesel bug'. As a result I have been changing filters to try to get a reluctant/non-starting engine to fire up. The cost of the Yanmar & Separ elements has been annoying me, so I took a look at alternative sources and came up with some interesting information. In the current financial climate I guess we are all looking to save £'s. As far as I am aware there is nothing special about Yanmar filters, (they are made in Japan). I took a look at alternative sources for my 2006 4JH3-TBE. This has become an important issue as I have got 'diesel bug'.

Engine mounted Fuel Filter with base tapped hole for water sensor:

- Yanmar price £43+, eBay 'Fram' £25, Baldwin BF7858 £9.22 saving >75%
- Separ fuel filter 00530 (30 micron), Marine Power £20.17, SVB Hamburg Euro16+,

Oil filter:

Yanmar £10.84, Baldwin B1421 £4.58, >50% saving.

Baldwin filters is an international company the above claim to be made in Italy.

I have purchased one off each of the above from In-line Filters as a trial, there does not appear to be any external difference between Yanmar and Baldwin elements. The Fleetguard element has a metal frame where the Separ is plastic.

I offer these observations, I do not have any connection with In-line Filters, they can be found on the internet at :

http://www.inlinefilters.co.uk/index.php?main_page=product_info&cPath=935_938_943&products_id=9807

I placed my order on Thursday and the parts arrived next morning !!

I have also built a 'polisher' using a spare Separ filter assembly and a pump purchased from A.S.A.P. As the pump is only 2L/min I had to run it for

several hours to move the quantity of diesel in the tanks ! Examination of the Separ bowl revealed a quantity of black gunge, but the element was not blocked.

Nauticat 33 Heat Exchanger

This feed back follows some contacts provided to help source a heat exchanger.

Many thanks for the contacts you gave us some 2 months ago for the above. We finally got it sorted about 10 days ago.

I followed up contacts and at Hendy Power (Ken Belcher) found myself talking to Stephen Atkins who claimed to be familiar with Nauticats and what was required; his wife (Angela) has a company Seahorsepower in Bournemouth (01202 526030) and he advised that she and he would be able to look after it if corroded unit was sent to them.

They first tried to repair old unit but after about 2 weeks (*some delay perhaps in our engineer in Ipswich sending it*) advised it was irreparable. Then after discussion with our engineer, they modified a 2nd hand Bowman unit with new tubestack and sent this and separate oil cooler to Ipswich, but engineer found this could not be fitted.

Eventually acquired another 2nd hand unit from Sweden by eBay but this required extensive overhaul and then pressure testing which it initially failed. Finally unit reached Ipswich 27 June, was fitted, and appears satisfactory.

Costs, after refund for Bowman unit, totalled about £1050 (excluding fitting costs by our engineer in Ipswich).

We still wonder if we should have insisted on speaking to Ken Belcher, but Seahorsepower insisted Hendy only dealt with new items.

Perhaps this experience might be useful for others with similar problem.

Manuals

For some years now the Nauticat Association has sold copies of a few manuals, but the internet and the start of the Nauticat Forum has provided us with more access to other manuals, the current list we have electronically is listed here, if people require a paper copy we can still provide these at a nominal cost to cover printing. The few manuals we have in paper form will be scanned and added to the forum.

Alan Warrell

Technical Secretary

Laying up Lunch



This years Laying up Lunch was held at the Royal Air Force Yacht Club on the River Hamble. The Club, established in the 1930s, is in a beautiful old building overlooking the River Hamble next to Port Hamble Marina and Hamble Village.

The style this year was for a buffet lunch giving member's time to talk and circulate before the lunch was served. Steak and Ale Pie, and Coq au Vin were the dishes on offer, good winter warming food, along with vegetables, mash or rice.



The lunch seemed to go very well with us all sitting round a large table arrangement enabling everyone to talk, be it loudly, across to each other. Maurice Owens, fresh from his ninetieth celebrations, gave us a little recital, always a welcome distraction from all the sailing discussions.

The lunch wound up around 15.30 so those of us staying, the RAF has accommodation, could retire for a siesta before we met up for the evening. I have to say not everyone had a siesta. Our Chairman and his wife Judy went for a long walk around the very picturesque and historic area.

For the evening we had an early evening drink at Banana Wharf, a bar in Port Hamble, before walking to The Bugle, a pub in the village, where a table in the restaurant had been reserved.

So the day was a success and after a coffee and a nightcap in the RAF we all retired for the night.

We are all looking forward to the next get-together at the AGM.

Ed



Classified

Senitoa - Nauticat 331 Ketch - Commissioned September 2003

Hull Length 10.4 metres. Deep keel, Draught 1.65 metres.

Accommodation:-

Aft cabin has a double berth with 2 reading lights and overhead light and low level lighting. It has a dressing table with cupboards and a stern locker. It is ensuite with w.c., washbasin, shower attachment and shower curtain. The Pilothouse has wheel to starboard and L-shaped settee arrangement. There is a large hanging cupboard and loads of storage. It is also fitted with a removable oval table. The cushions are covered in wine red Alcantara and the side windows have off white curtains. The windscreen has an outside canvas cover in dark blue to match sail covers. All accommodation is carpeted in beige

The Lower Saloon has the galley to Starboard and Dining area to Port. There is a plentiful supply of cupboards for storage. It is possible to seat 7 persons for dinner but 5 is more comfortable. The dining table converts to a double bunk and has curtains for privacy.

The galley area has a 2 burner cooker with oven, draining area, large stainless steel sink and small sink and a top loading fridge/freezer. The whole area has removable work tops to give a smooth appearance when not in use.

The Forecabin has twin bunks that convert to a double bunk and has a large hanging cupboard with lighting. The bunks have reading lights and overhead lighting. The cas has ensuite facilities, w.c., wash basin and shower attachments and shower curtain..



- 75 hp Yanmar with 650 hours on the clock.
- Main mast has Selden in mast furling.
- Mizzen sail is fully battened with lazy jacks and sail bag system.
- Foresail is also Selden furling.
- Cruising chute with snuffer.
- All rigging lines lead back to the stern cockpit.
- Outer Cockpit has centre steering, engine controls.
- Full length cockpit seats, with cushions.
- Radar reflector
- Windex wind vane
- Teak deck including aft deck seats
- Bowsprit
- Anchor with electric windlass and chain.
- Shore power system
- 25 metre shore cable
- Raymarine autopilot.
- Raymarine wind instruments
- Raynav GPS navigator and chart plotter
- Radar
- SeaPro electronic navigation system.
- VHF Radio
- Hot water system heated by engine.
- Webasto heater system with thermostat.
- Stereo/cd player with twospeakers in wheelhouse
- Bow Thruster
- Life raft in container last serviced August 2009
- Galley equipped with crockery and cutlery etc.

One owner since new. Boat has been anti fouled and polished annually. Latest lift-out was August 2011. Mainly used for sailing in the Solent with the occasional trip to France, the Channel Islands and Ipswich. Currentl berthed in Gosport, Hampshire.

Asking price **£175,000**

Contact Mrs Barbara Matthews

Telephone 01420 82738

e-mail-ancientm@hotmail.com

Classified

Kalevala - Nauticat 331 - Commissioned April 2000

Accommodation:

- Aft cabin with extra-wide double berth, wardrobe.
- Wheelhouse (with spacious cupboard storage)
- Lower saloon/dinette with U shape seating, convertible to double berth
- Galley with usual facilities
- Heads with curtained-off WC and shower arrangement
- Forecabin with twin bunks & storage



Engine:

- 88hp Yanmar – only 675 hours – maintenance record

Instrumentation:

- Chart plotter, usual wind, log, tri-data in ST60s. Exterior engine tacho. VHF radio, Radar, Glomex TV aerial.

Sails plus extras:

- Main and mizzen both fully battened with lazyjacks and sail bag system
- Usual teak decks but unusually also on coachroof
- Deep fin keel (1.6m, the deepest available at the time)
- Nauticat “special” versatile seat for use in wheelhouse or saloon
- Blue upholstery (mainly Alcantara), curtains, original fitted carpets
- Battery charger, bowthruster. Eberspacher heating + Aurora heater, using engine coolant water

One owner (Chartered Engineer) from new and well maintained. There's a lot of teak on a 331 and this one has been carefully looked after to preserve a very good appearance. Construction personalised during build in Finland and was the first 331 to move the wheel to starboard, giving much more usable space in the wheelhouse. Heads/shower arrangement was also new idea and maximises space while keeping the shower area separate from the wash basin area. Lower saloon is excellent additional living area, not found on the “Liveaboard” version. With the saloon and wheelhouse tables it is possible to seat 9 for dinner. Used by husband and wife very little, almost entirely for local Solent pottering, hence low engine hours. Picture shows an earlier lift out but is currently afloat. Lying Chichester.

Asking price: **£139,500**

Please contact the owner, David Morrison, to discuss further details
01903 744461 davidmorrison@waitrose.com

Classified

Famille de Rose - Commissioned in 1981

A stunning “flush deck” example of this classic motor sailor. The hull, deck, coach roof and wheelhouse are of GRP construction the decks and coach roof finished with teak decking. Below the water line the hull has had the benefit of additional epoxy protection. Famille de Rose sleeps six people in three double berths arranged in three cabins (including saloon) with an en-suite heads located in the aft cabin which also comprises a vanity unit complete with wash hand basin. A forward heads complete with vanity basin and holding tank is located between the saloon/galley and V-berth adjacent to the hanging locker. The internal layout complemented by the spacious wheelhouse allows for comfortable extended cruising with friends on board.

Subsequent to purchase in 1999 the current owners have regardless of cost fastidiously maintained and upgraded Famille de Rose to her present condition with over £40K expenditure to date. Comprehensive records of all work together with receipts for all expenditure have been retained. Famille de Rose remains in magnificent condition and is admired by all who see her.



Famille de Rose has a massive inventory comprising:

- Ford/Gustavson 80HP Engine
- Hydraulic Dual Position Steering
- Stainless Steel Fuel Tanks
- Max Power Bow Thruster
- Mermaid 240v Reverse Cycle Marine Air Con Unit
- Calorifier Engine /240v
- Stirling 40A Pro Digital 4 Stage Battery Charger
- Dual Voltage Fridge
- Suunto Internal Steering Compass
- Suunto External Steering Compass
- NASA Clipper Depth + Repeater
- Simrad CP30 Colour GPS + Repeater
- NASA Wind Spd / Dir + Repeater
- Navman Tracker Black / White GPS
- Hummingbird 250 DX Fish Finder
- JRC 1500 LCD Radar
- NASA Navtex Target Pro
- NASA Weather Man
- NASA SX35 DSC VHF Radio
- Navico Axis RT1400 VHF Radio
- NECO Autopilot
- Additional Stern Anchor
- Lazy Jacks to Main and Mizzen
- Nemo Genoa Roller Reefing
- Techimpex Fail Safe Gas Cooker
- Lodestar 260 Inflatable Dinghy
- EV Ocean 4 Man Canister Life Raft
- Honda 2.3 HP Outboard Motor
- Vision Plus Freesat Receiver + Dish
- MEOS TV/DVD + Masthead Aerial

Price: £79,000 For full details, inventory and photographs please contact: Keith Barthorpe 01245474191 / 07891202451
keithbarthorpe@hotmail.com

Classified

‘Cu Two’

Nauticat 40 Ketch 1986/7



Full suite of sails, inmast furling, bow thrusters, DSC, VHF & SSB radios, heating, air conditioning, Raymarine C80 radar/chart plotter, auto pilot, GPS, Navtex, fridge & deep freeze, cooker/oven, microwave, 90hp engine, 7.5kw Westerbeke generator, Inverter, Adverc charging system, davits & dinghy outboard.

(2 Atlantic crossings) Hull 400/42. Same owner since new.

Moored Dun Laoghaire Dublin

Tel: +353 1 285 8088

Mob: +353 868 104 104

Email: cutwoo@gmail.com

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.

Classified

'STORNELLA'

Nauticat 33 (Mk 1)

'Stornella' has been lovingly restored over the last couple of years and the result is a beautiful 'go anywhere' motor sailer. Built in 1974 Stornella has huge internal living and storage space. There is a double forecabin, head and a hanging locker ahead of the spacious saloon which will convert to a double sleeping space.

The wheelhouse is a joy to behold giving superb protection and all round visibility. The sliding doors and huge 'sun roof' give plenty of circulating air in the summer. The rear double cabin also houses a sink, vanity unit and hanging locker. There is plenty of storage space throughout. Stornella is fully registered and has a **FORD Lehman 80 HP DIESEL**

When Stornella was last bought she was halfway through a renovation project, which has been lovingly completed by her present owners. She has been restored to a very high standard with an impressive inventory. The hull construction is fibreglass, with a beautiful wooden wheelhouse, which is in very good condition.

- The wooden decks were completely lifted; the deck floor reglued and the decking re-laid all done lovingly by hand!
- Complete re-wiring from the engine through to all equipment .
- New lights in aft cabin
- New control panel
- New Engine, Oil and Water dials
- Steering changed to Hydraulic
- New suit of sails
- Full hull scrape and gel coat
- New exhaust and silencer
- New V.H.F., GPS, Speed and Depth log
- Engine serviced and winterised every year



Currently lying at home port in **Marchwood Yacht Club, Southampton**

Please contact: Paul or Annemarie **01452 541612** evenings
or **0776 9696594** for further information or to view.

OIR of **£39,995**

FUTURE EVENTS

AGM

The Chine Hotel
Boscombe
9th February 2013

TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
Junkers water heater manual English	£1.00
Door roller wheels per set of 4	£10.00
Door roller wheels each	£3.00
Modified Gustavson / early Lehman engine anode holders that allow use of international standard anodes. Set of 2	£8.50