

CAT - A - LOG

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



Karelia of Clyde heading home along Loch Fyne



Nauticat Association Newsletter

Issue Number 64

Summer 2013

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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Cat-a-Log

Issue No. 64 Summer 2013

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Nauticat Association Group

MMSI number is 011223344

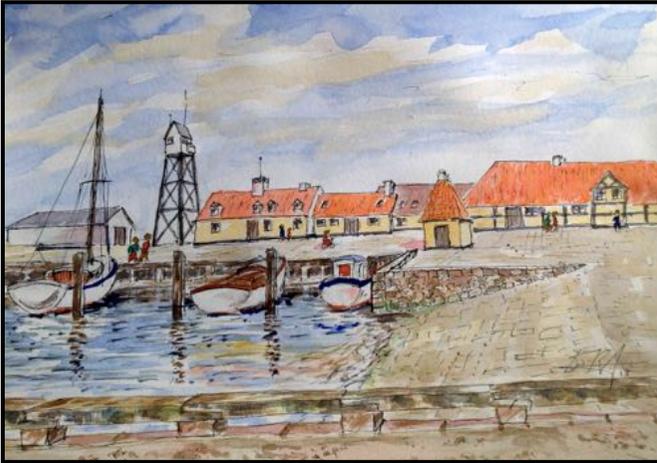
Chairman's Message

I look forward to hearing about the two rallies and the cruise in company in this edition of the Cat-a-Log.

Occasions when members meet up and sail together provide great opportunities for sharing enthusiasm for Nauticat's and the Camaraderie arising often leads to lasting friendships.

After wintering at Bergstaaken in Germany, I sailed up to Dragor near Copenhagen's airport so that I could fly home for the Art Club's Summer Exhibition; I then returned and sailed up the Swedish Baltic Coast.

For some members it has been too hot, windy or wet, but hopefully sometime a force four will combine with blue skies to make cruising a real pleasure.



Dragor Harbour

I look forward to meeting many of you at the Laying up Supper and hearing about your summer adventures.

Wishing you all fair winds,

Douglas

Galatea of London

Nauticat 33 Zarzuela takes part in BLIND WEEK 2013

Blind Week is an annual sailing event in which some 24 private and sponsored cruising yachts assemble alternately at the Royal Southampton Yacht Club (RSYC) and The Royal Cornwall Yacht Club at Falmouth. Each yacht is crewed by a skipper and Mates (1 for each Visually Impaired (VI) sailor) and is assigned 2 or 3 registered blind sailors of varying degrees of impairment from totally sightless to partially sighted. Yachts are divided into Fleets of 6 boats, led by a Commodore responsible for the planning of the week's itinerary including a rendezvous for each evening, duty party boat, port visits and outings.

This year Blind Week was based at the Royal Southampton Yacht Club, Ocean Village. As hosts they processed the incoming and outgoing VIs, provided facilities for crew briefings, arranged free berthing for the yachts (with MDL Marinas), provided hospitality for the 130 participants including the opening and closing suppers and transport to and from the train stations.



Zarzuela, sponsored by The Gwennili Trust, was crewed by myself, Mates Simon Snowball (SS) and Stephen Evans (SE), both experienced yachtsmen, sightless Blind Week veteran Julian Bradfield and recently blinded Brian Head.

Day 1 - SW F3/4 choppy Solent, began with mandatory m.o.b. drills during which our VIs manned the VHF radio, lunch at a buoy up above Buckler's Hard and a short passage to Lymington on the Dan Bran pontoon, a supper at the nearby and excellent Mayflower Inn and some socializing with our Fleet – for the younger ones until the early hours.



Day 2 - SW F4/5 gusting F6 and a rough sea, a passage to Poole. Too rough to anchor and use the dinghy in Goat Horn, South Deep so berthed in Poole Quay Boat Haven and enjoyed a good supper prepared by chef SE.

Day 3 - SW F3/4 Sailed to explore the area. Tacked and jibed our way to Studland Bay and Old Harry. Returned to the Boat Haven for supper at Italian Gossip, staffed by very welcoming and jolly staff.

Day 4 - Sailed to explore Poole Harbour via the North Channel. Attempted to circumnavigate Brownsea Island but ran out of water 200 yards from completion. Backtracked to the Wych Channel to pick up a buoy for lunch and rejoined the rest of the Fleet in the Haven. Supper aboard (JC chef). Much pontoon partying during the night.

Day 5 - SW F4-6. Sailed for the Folly Inn, River Medina, Cowes. Pleasant run before the wind. Berthed with our Fleet on the Pontoons for a pre-booked Fleet party at the Inn. Good fare, noisy and dancing on the tables for some.

Day 6 - Return to the RSYC for the end of week supper, presentations and thank you speeches and a chance to exchange experiences with old friends.

Day 7 - Disband and sail Zarzuela back to her base in Portsmouth. With two ex. RN, 1 ex. Policeman and 2 business men onboard most of the world's problems would have been put to rights during this week if only the right people were listening



The 2014 Blind Week is hosted by The Royal Cornwall Yacht Club from 28th June to 5th July. If interested contact me j.claisse@btinternet.com.

John Claisse, Skipper

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.

Nauticat 33 Mk11 - Fuel Tank Replacement

Over the years I've read with interest the many passing references in the Cat-A-Log to the rust issues relating to steel fuel tanks which were fitted on many of the earlier 33's . I was initially drawn to this problem as I had become aware of traces of rust stains on the inboard face on the starboard fuel tank. The initial investigation soon revealed problems in accessing the source of this rust which was in & around the area of the tail pipe neck of the fuel filling line. The fore & aft wheelhouse under deck support virtually blocking off any meaningful access to the rust source.

This issue of water leaking onto the fuel tanks is a relatively common problem on vessels with teak clad decks, where delamination between the underside of the cladding & the GRP deck enables water to find a path down to the fuel tanks via the fuel filling mounting.

Some years ago I had recourse to replace this starboard fitting when I attempted unsuccessfully to stem this leakage path using a copious amount of sealant between the end faces of the teak & GRP deck.

This problem of rust, which was now starting to attack the forward inboard corner on the starboard tank, got progressively worse; to the extent that I became apprehensive about using a wire brush to remove the blisters, prior to the application of the rust cure treatment, for fear of puncturing to 3mm steel tank skin. For security reasons I made a conscious decision to leave the starboard fuel tank partially empty of fuel for over wintering; this would at least avoid the scenario of finding 300 litres of red diesel in the bilges!

Looking at this progressively deteriorating rust issue would clearly not resolve itself, after all "rust never sleeps" so, this past winter I was forced into action! Prompting, came in the form of the surveyor undertaking a full out of water survey on behalf on the underwriters, when the former roundly condemned both port & starboard tanks on the basis of safety.

Purbeck Marine, the established engineers in Cobb's Marina were promptly contacted regarding the viability of replacement of both tanks. Following an on board visit by their engineers to assess the work involved, it was agreed they would start immediately as Polar Bear was scheduled for re launch the following week.

Following a decant of residual fuel from the starboard tank into a 40 gallon drum ashore, the engineers, armed with a 1100 Watt reciprocating

saw set to work on cutting up the now empty tank in situ. This unenviable task took 7 man hours (+ a copious amount of saw blades) Fig 1 shows section of the tank top where the source of the corrosion commenced: note the neck of the 38mm filling line + 10mm tank breather pipe. Fig 2 The 3 original tank securing straps, bonded into the GRP hull, are seen. Corrosion of the 3mm steel skin has rusted through in the area of the filling neck. Fig 3 internal corrosion is also present, as a result of the tank being partially empty for 2 winters.



Following the starboard tank removal a debate was had regarding its replacement: the options were either having a bespoke tank made or an off the shelf model. Regarding materials, Steel was out of the question in view of my previous experience, a stainless steel fabricator highlighted the risk of the welds

fracturing on occasions, but as tank drawings were not readily available we settled for a Vetus linear polythene tank with a size of 1200mm x 400mm x 330mm and a capacity of 137 litres. While this compares unfavourably with the 300 litre steel tank just cut up, the reduced cruising range of about 24 hours/tank still meets our normal sailing requirements.

In order to ensure that this rectangular tank, with a width of 400mm, could be fitted within the confines of the original, it was necessary build up the tank mountings by 100mm; this would also provide an acceptable clearance between tank top & underside of the wheel house deck of 140mm.

Fig 4 shows preparation of new tank mounts. Fig 5 shows finished mounts ready to receive the replacement tank.



Consideration was then needed for the electrical compatibility between float sender and fuel gauge on the instrument panel. Fortunately it was possible to modify the original float sender to accommodate the reduced depth of the replacement tank. Also the sender mounting was compatible with the new Vetus fuel connection kit, which also embraces a 38mm filling hose connection/ventilation hose connection/fuel supply & return connection & mounting flange for fuel sender. *(it's worth noting the existence of this useful piece of kit which can be mounted with one 114mm dia. hole cut in the top of the tank)*. Fig 6 Shows the fitted tank *(minus securing straps & some fuel lines)*. The Vetus Fuel Connection Kit can also be seen.



I have taken this opportunity to also duplicate the fuel supply feed lines by including an additional primary filter. This will avoid the need to replace a blocked fuel filter at sea!! Having completed the piping connections all that was needed to do now to transfer fuel from port to the starboard tank. This season I will run the fuel down in the starboard

tank in preparation for Purbeck Marine repeating the exercise on the latter tank in the autumn.

I would like to acknowledge my grateful appreciation to Mike Warr & Gary Knowelden of Purbeck Marine for their assistance with this nautical task.

Rod Cotton
Polar Bear II

The Celtic Muster

For this year's Celtic Rally it was decided, by our new Scottish Secretary, Pamela Barclay, to assemble at Portavadie Marina on Loch Fyne. This is a very new marina near the entrance of the longest sea loch in Scotland, Loch Fyne. If arriving by car, as Lyn and I did, it is a long drive down to the end of the peninsula, especially if you make the mistake of taking the 'Sat Nav' advised shortest route along the length of Loch Fyne; a 33 mile, very narrow single track road. I must remember to check the paper maps next time.

The accommodation in the marina was excellent and we stayed for three nights in a self catering cottage, a short walk to the restaurants and bars in the complex.



On the Saturday Rod & Annabel Cotton and ourselves took the short ferry ride across to the small fishing village of Tarbert for a sight seeing tour and morning coffee. The Rally events started at five in the afternoon with an early evening glass of Prosecco in the marina boardroom followed by two very interesting talks. Introduced by Pamela Barclay.

The first by General Manager, Iain Jurgensen who gave us the history of this new marina where millions of pounds have been spent transforming a thirty year old, obsolete dry dock for oil rig construction into a luxurious yachting development. Having started a few years ago with about 25 staff, Portavadie owners expect to employ between 100 and 120 within the next two to three years; a true success story.



The second talk was from Mike Dixon the owner of Cantily a Nauticat 38. Mike and his wife Sheila sailed Cantily, over three seasons from Scotland, across the Bay of Biscay and around the Med; a fascinating talk.

Fourteen of us dined in the very good marina restaurant where good fish, steaks and crayfish were on offer and of course being so far north in didn't get dark until much later so the evening just went on.



The forecast for Sunday was very good so the plan was to go on two Nauticats, Michael & Patricia Low's 44, Karella of Clyde and Pamela Barclay's 32, Sapphire. We all assembled on the pontoon at 10.00 and embarked for, what turned out to be a beautiful broad reach sail, for the eight miles up Loch Fyne to Otter Ferry.

As I am normally the Skipper on my boat I suddenly realised how relaxing it is to crew again, especially in the capable hands of Michael and Patricia ably assisted by Andrew and Sheena Reed.

In a steady F4 under Genoa and Mizzen we cruised at a comfortable 6 knots made even easier by the electric winches when we had to put in a couple of gybes to make our destination.

We tied to a buoy off Otter Ferry and took the dingy ashore for a BBQ on the beach next to a welcoming pub. A gourmet meal of sausages and burgers was cooked by Andrew all washed down with wine & beer from the pub.





The wind was on the nose going back so, in true Nauticat style, we motored. This brought to an end a lovely rally blessed with fantastic weather, good food and company and for Lyn and me, visiting a beautiful area of Scotland we have never seen before. *Ed*

Dear Maxprop

When I began to cruise under sail with my Nauticat 33, *Ilkiva (built 1981, hull 787)*, I soon set up a program to improve performance under sail. One of the actions was to change the enormous propeller for a self feathering one so I took advantage of a discount that was proposed at the Paris Boat show and purchase one.

I had a few problems when the time came to mount it on the shaft. The propeller cone on the shaft was not standard, so the Maxprop went back to factory for modification. Then a few weeks later it was eventually mounted without problem. It was in April 2006.

Then I had many years of happiness with my Maxprop which, I think, allowed me to gain at least a half knot if not more under sail. Handling in harbour oblige you to be zen, because when going into gear or changing from forward to reverse or the opposite, you hear the sound of the blades which lock in the new position, and it shakes the shaft up to the gearbox; you must have a velvet hand, and anticipate. It educated me.

A few days ago (*end of may 2013*) I was coming back to Cherbourg from Alderney, single handed, and before arriving to the marinas, having to get sails down, I started the engine (*Ford Lehmann 85hp*), directed the boat towards the wind and switched the auto pilot on, and then put the engine into gear slow forward. I began to get the mizzen down (*Ilkiva is schooner rigged*) and then I heard the alarm signalling that the engine had stopped. I hurried back inside and restarted the engine. It went OK.

Ten minutes later as I was motoring, approaching my place at the pontoon, I wanted to give the boat a little more speed so moved the handle forward. The engine speed increased as well as the boat but the stern seemed to zigzag and vibrate. I managed however to get into my place without problem. Then I put some order into the boat and this being done and the boat being tied to the pontoon, I tried to make slow ahead and slow reverse with the engine. It seemed OK. I thought maybe I had had a rope in the propeller and that it was now gone. Looking under the boat with polarized sunglasses I could see nothing around the Maxprop.

Ten days later *Ilkiva* left Cherbourg for St Vaast la Hougue, to join Zarzuela and Magic Time, for the Nauticat Association Cross Channel Cruise. Immediately after leaving the pontoon the boat stern began to zigzag and I felt it was going very slowly. I tried reverse, it did not work well, very slow. I decided to come back to my place and then reverse didn't

work at all. Ilkiva's bow nicely carved the pontoon and less nicely got some scratches on the hull.

I had a diver look at the propeller, he could see nothing but noticed that the blades could hardly rotate. The boat was hauled to the dry.

Now, pictures show what we discovered:



One blade was reverted, touching another one.



The gear of one blade has lost two teeth.



The two missing teeth have wandered within the gearbox thus damaging the main gear.



Now, what ?

Having talked with other sailors known for their experience and seamanship, and with the boatyard chief engineer, it appears certain that my propeller "got" something during the Cherbourg approach when I was on my way back from Alderney and that slowly led to the mess shown above.

I must add at this stage that I had been taking good care of this propeller so far, filling it with grease every winter.

One will certainly notice that the anode is well “worn” already this year. I had removed the anode around the shaft thinking it was duplicating the one on the Maxprop; it was a mistake. When Ilkiva goes back into water she will have again a shaft anode.

Normally this kind of damage is taken care of by my insurance, we’ll have to see how they react when they get the quotation for a new Maxprop.

A new Maxprop ? Yes, because the gear is made as a whole and you cannot replace blades separately.

But Dear Maxprop, you are so much better with all your teeth !

Joel Rogale

Ilkiva

Cross Channel Cruise

A Crewman’s (Technical Secretary) Perspective

This year is a busy family year for Theresa and I, and we knew that the chance of getting any long periods on the boat was going to be difficult. Looking at the various Nauticat cruises and rallies I realised that I would not be able to get Jennyanydots to the Solent to join in the cross channel cruise and subsequent rally in Lymington, so I considered travelling to Scotland for the Celtic Muster. Then Theresa said, why don’t you see if anyone wants additional crew for the cross channel cruise, as this would be good experience for me as most of my sailing has been up and down coast lines not across tides. Hence I signed up to crew on Zarzulea, with skipper John Claisse.

I have not crewed for some time and like most of us with your own boat you are skipper, engineer, deck hand, navigator etc, it was quite hard to think what to take. There is those favourite things we all take for granted on your own boat, bits of rope, hand bearing compass, woolly hat, slippers for that evening drink and books that you may dip into but never sit and read for a week. Most of all as ”Technical Secretary” should I take my tools and Nauticat technical information? In the end I took my trusted multi meter in case of any electrical problems (not required this time).

However, I was looking forward to being “crew” and not having the responsibility of making those decision, like shall we go the weather is

looking a bit dodgy, it's got a Force 6 in it!

On Saturday 8th June Theresa delivered me to Gosport, the weather was glorious and sunny and hot (*even stopped to buy sun cream*) but with a North East wind and a forecast of Force 5 to 7 later, promising a windy trip, at least it would be behind us.

We departed at 1600 and with all sails set and engine at low revs we made good progress, with a plan to arrive off St Vaast at around 0900 (*French time*) for the Harbour gates to open.

With the wind generally on our port quarter so we maintained good speed, be it rather a roller coaster of a ride, with us heeled to starboard most of the time. John had said he did not use much fuel, both tanks were approximately full when we left, and the engine was drawing from both tanks and only doing 1000 rpm. Not surprisingly the fuel gauge remained on full, but after 14 hours, they were still full!

In the last part of the crossing the wind was behind us so we rolled a good bit more and the seas were bigger, at one point the starboard (*leeward*) door was open to allow better visibility of a passing ship when an extra large wave came along the deck and dumped a deluge of water into the wheelhouse.

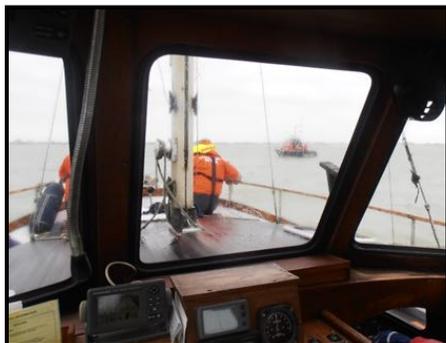
Day break saw us off the French coast still rolling, with the wind around Force 5 to 6. Soon the outlying land around the harbour was in sight and we turned to head towards the harbour channel, with only a few miles to go, all looking good, be it a grey and murky morning.

The engine had been running very smooth all night, suddenly it increased in revs and stopped, deadly silence, no sign of life (*this is what as skippers we all dread, harbour in sight, still blowing and a dead engine*).

Up came the engine boards and there was no obvious problem, the huge Perkins engine was still there! (*pretty observant from the Technical Secretary*), looking at the first fuel and water separator, the glass bowl looked pretty horrible a white blob, we had one spare filter, but would need two to change the primary and the engine filter. With the boat still rolling and now being blown away from the harbour towards the bay to the south of St Vaast, a decision was required.

With the boards up it's not easy to move about or steer so decision was to put the boards back and try to start sailing towards the harbour, at least that would provide some calmer waters and the chance of a tow into the marina.

We started sailing towards the harbour and called the marina who said no problem, they could bring us in once we reached the harbour.



A Nauticat 33 of 1973 vintage is not a good sailor and we struggled to make way towards the harbour being set down into the bay. After a few attempted tacks, gybes etc, we realised we would not make the harbour, so called marina again. This time a different answer, they could not come outside the marina/harbour, we would have to call “rescue”. Then a clear French voice of what seemed like our guardian angel came on the radio in perfect English, and took control putting out a Pan Pan on our behalf (*heard by the Nauticat in the marina!*). Then our French angel came back saying the French lifeboat had been launched and would be with us in 15 minutes. As efficient as our own RNLI they came alongside deposited two crew on board and then set up a long tow line towing us into the outer harbour then coming alongside to manoeuvre us into the inner harbour and marina. As you can imagine, a good crowd was on marina entrance to see us towed in, including another Nauticat crew and Joel our French representative.

Interesting the life boat is kept in the marina which is a locked one, so you can't be rescued at low water!



Next day off in search of an engineer, as minimum we needed to find replacement filters before we started anything. The first engineers were real heavy ones, big fishing boat engines. Luckily John has some French or progress would have been very slow, also one of the engineers was crew of the lifeboat so knew roughly what our problem was and directed us to the far end of the marina to MagNauticengineers.

So “Patrick” arrived and quickly confirmed that the primary filter was full of water, also on draining off some fuel from bottom of the starboard tank found many litres (*5Ltrs*) of water, also the fuel was fairly dirty. Having drain off the water from both tanks (*port tank also had large quantity of water*) and changed the filters the engine burst into life (*a lot easier in a calm marina then rolling around at sea*).

The fuel vent on a NC33 is fairly low and the starboard vent would have been under water for most of the crossing, hence as the fuel was used instead of sucking air into the tank, water was sucked in, so the fuel level never went down, we were just replacing the used fuel with water.

Ending up with water in the tanks was understandable (*a well known problem with the NC 33, in fact many do a modification to move the vent to a higher position*) was understandable so we ensured that the crossing back we had selected the uphill fuel tank only. There was a worry about dirty fuel so decided to return to UK earlier than planned as the weather was deteriorating. We could cope with an engine failure in the channel rather than along the French coast and once reaching the Solent we could call Sea Start.

The engine ran smoothly for the crossing and on arriving in Lymington the fuel separator bowl looked reasonable clean; the fuel level had gone down this time!

While in St Vaast, another NC had problems with water leaking out of the water calorifier, it transpired the rubber gasket around the electrical heater element had split. We could see a drain valve on the bottom connector, this seems to be an option on some models (*post note the relief valve should have acted as a way of draining the water out of the calorifier*) so we ended up sponging the water as we undid the heater element. Once out the rubber gasket looked like it had been poorly installed and most likely damaged from new. The element surround is extremely sharp and could easily cut through the seal.

So at one point during the cruise I was talking to someone about the main reason for coming was to gain experience, at that point I added “I think I have had enough experience now”!

Alan Warrell

Crewman and Technical Secretary

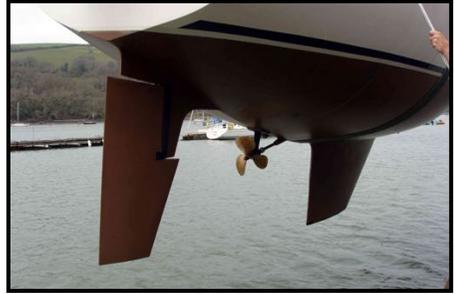


Launch Day - ‘Jennyanydots’

As I wrote about getting ready for launch day for “Jennyanydots” in the last Cat-A-Log, I had 6 weeks to go, with some pretty damp and cold spells during that time, the last few days were a rush to get completed, but all was ready for Launch day.



Ready for Launch



Launching



In the Water



On her moorings

Update on some of the major winter activities

Outboard

This was one of those jobs that seem to spiral from a quick overhaul to major surgery; however I did get all the replacement parts including sourcing some oil seals which are classed as obsolete by Mariner and the various recognised suppliers. The piles of bits came back together, into something that resembled an outboard. I sorted out a suitable container to hold water and pulled the starter cord, it actually ran, for a few minutes, than bellowed out considerable smoke and stopped. It would not be coaxed back into life, so ended up taking all apart again; to check everything I could think off, still no joy. After several days of taking apart reassemble and trying I was just about to give up and start looking for a replacement outboard, when I thought, try one last thing, change the fuel, which I did and it burst into life! So success and a working outboard for the season.

Antifoul

Symblast did a good job and I had a few comments from the marina staff saying how impressed they were with the finish, hope this will save some work over the next few years.

Prop Shaft Rumble

The bits went back fairly easily the shaft, new cutlass bearing and coupling all align up with no need to adjust anything, the rope cutter (*spurs*) had suffered a crack in one of the blades. I think it happen when I picked up a rope, it did its job but suffered a crack in the process, so I fitted new bits purchased from Harold Hayles at Yarmouth. I hope now to have a smooth and rumble free stern gear for the season.

Holding Tank

The fitting of the holding tank was a struggle, trying to make the supports to hold the tank firmly in place took awhile as you have to work in 3D, also trying to bend and manipulate the discharge hose was hard and a change to the layout of the components had to be made to accommodate the minimum bends in the pipe. It all worked, although it has not had the final real test yet!



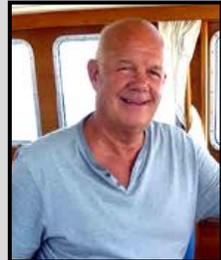
Alan Warrell
Jennyanydots

Deadline for next issue - 1st December 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



Technical Support

Hope you all are having a problem free seasons, listed below is some of the queries I have received during the last few months.

Technical Queries

Nauticat 33 Samson Post

In the last Cat-a-Log there was a query regarding replacing a wooden Samson Post, which at the time we could not provide much help, but a member read the article and sent the following, which was his experience in replacing a Samson Post.

Repairing a Wooden Samson Post on a Nauticat 33

I can offer the following repair suggestion for a Samson Post which I have successfully carried out on my own Nauticat 33 (1976).

I first looked at a complete renewal of the post, and concluded it would be a nightmare, not only for the lack of access through the deck hatch, but to disturb the internal panelling would be a difficult job, and on my boat the posts are fibre glassed into position, which I did not want to disturb. The rot on these Samson posts usually occurs around deck level to several inches below deck. I cut mine off 6 inches below the underside of the deck, using the “I am Houdini technique” of head in the locker with a short tennon saw.....Cut the post as neatly and as square as possible to get the best result. Using replacement timber of the same section, I used Oak because I had it available, or Iroco or Teak (*very expensive*) cut to length required. Working through the hole in the deck, you will need a long 25mm wood drill bit, (*you can hire one almost anywhere*) drill a hole 3 to 4 inches deep in the centre of the cut off post below deck, then a similar hole in the new replacement post. Purchase, beg or scrounge a piece of 25 mm stainless steel bar 8 or 9 ins long. The bar is inserted into the holes and the replacement section is fitted in place through the deck. It will need final fitting with epoxy resin but not yet.

Next... The stainless bar which retains the mooring rope on the Samson post can be cut out of the old section and refitted to the new timber...Drill a hole with a little tolerance and fix it in with Epoxy resin. The wooden posts are notorious for leaking where they fit through the deck, and from my experience will never seal successfully long term using Sikaflex or similar products as the movement of the post if not rigidly fixed through the deck, will exceed the flexibility of the product despite it being very good. Before fitting the new section make sure that the wooden edges on

the square hole in the deck through which the post fits is thoroughly cleaned, dried, and is sound timber. If you have to cut some out to ensure this... it is essential to get a good seal on good timber. Put the new section temporarily in place through the deck and cut four very slightly tapered hardwood wedges the exact sizes to drive in around the post. A good tight fit leaving no gaps is required. Tap them in lightly to check for fit then remove. Post and wedges are now ready for fixing and should be done as one job so that everything sets together when glue and epoxy are applied.

Epoxy in the stainless 25 mm bar into both ends also ensuring the joint where the timbers come together is also epoxied. When in place... Immediately fit the precut wedges using Balcotan marine glue...do not use Sikaflex...and hammer into place leaving them proud of the deck. This will ensure a very tight fit of the post and will be waterproof and stop any movement through the deck.

Leave job to set for a day or so then cut off the tops of the wedges flush with the deck, and finish with a Sikaflex seal on top of the cut off wedges, to seal and look good.

When set, make and fix a stainless steel L shaped bracket in light section sheet, same size as the timber section, drill and fix with stainless screws, below deck covering the joint of the joined posts. This will ensure that the post will not lift if subject to some challenging mooring conditions.

These repairs were carried out to my boat 5 years ago, since when it has been moored on a fore and aft mooring in the Dart on four mooring lines and many other very un comfortable moorings. All four posts are sound, dry below decks, and have not moved. A very successful repair.

Nauticat 331 Fuel Cap Seized

Fuel tank filling lid had become seized and eventually it had to drilled out. After visiting several chandleries it would appear that it is non standard, there is no writing on the deck fitting, which is aluminium, to identify it, and the filler cap is red plastic with a thread. Would be gratefully for any ideas.

The fitting could be from a Germany company Pfeiffer Marine, a copy of their catalogue supplied, but a couple of other possibilities is that Plastimo provide a range of deck fillers, which in chandleries are sold as filler and plug, but they do supply replacement plugs which could be ordered from Plastimo, copy of relevant catalogue supplied.

Nauticat 331 Stern Packing

Only one ring of packing material can be fitted into the prop shaft stuffing box. The only solution I have found is to cut the packing material in half, and have managed to get an extra ring in the stuffing box. The more eloquent solution is to fit a much larger stuffing box as seen in the photograph.



Nauticat 33 Mk 2 Fuel Caps

Same as above, another Nauticat with a fuel tank filler cap problem, tried to buy a new red plastic fuel filler cap, bought two from Port Solent Superstore and they look identical but are a slightly different thread and therefore don't fit, these are made by uni-part. The ones I have, have made in Sweden written on the underside.

Nauticat 33 Door Locks

Looking for key blanks for Schwepper lock, there is a UK agent, Bill of Marine & Engineering Supply Co. Ltd, tel 01674 850250 and mobile 07885 490824.

Nauticat 33 Air Filter

Looking to replace the polyurethane foam in the engine air filter, ASAP suggested as a potential supplier.

Nauticat 321 Rudder Stock

Noticed movement in rudders stock, how much should it move. The design is similar on most Nauticat models, this was the answer from Nauticat.

The normal amount of play is 0.5mm at build time.

The bottom bearing is adjustable, as it comes in two halves (not obvious at first sight as its gel coated over) and can be sanded to achieve a good fit, the top bearing does not have any adjustments, other than the packing in the top of the rudder stock.

Nauticat 39 Wiper Springs

Looking to replace the wiper springs or the complete wiper arm. I replaced my springs on my NC 35 a few years ago, I bought the springs from Entexstocksprings (www.entexstocksprings.co.uk), they had a minimum order of about £10 and the springs were about 60p to £1 each, so I bought a selection to find the best match, I think the ones that fitted are

9.53mm diameter and 65mm long, but not sure.

Replacement arms can be bought from Vetus, they have a UK outlet, I have attached a copy of a page from their catalogue, the ones you would need I believe are the parallel spline type (SSA) not the taper type (DINS).

Nauticat 38 Fuel Gauges

Fuel gauges not working, reading zero. (VDO)

The fuel gauges and all your other engine gauges are made by VDO a Germany company, the good news is there is a very good supplier in Portsmouth, Furneaux Riddall, Alchorne Place, Hants. PO3 5PA (*general electrical suppliers to auto and marine world*) Portsmouth 02392668621, they have been very helpful to me and other NA members.

It sounds like the sender unit has failed, most likely the rheostat variable resistor has got saturated with fuel and has failed or the wiper arm is not making electrical contact. Another check to confirm this is to remove the wires from the sender and measure the resistance and see if it changes when the float is moved. You would expect a range of around 10 ohms to about 300 ohms, if you see no change in resistance then the sender is faulty. Depending on the detail design it may be possible to clean the rheostat but most likely you will need a new one.

Nauticat 38 Dirty Fuel

Fuel, from picture its hard to tell, but it does look dirty, an indication would be the state of your fuel filters when you change them, ie if they are very dirty after a seasons use, as eventually they could become blocked. Some members have tried cleaning their tanks my making up a pump and filter system to circulate the fuel through filters and back into the tank, see Cat-A-Log Winter 2012 Number 62



"Hunting the Fuel Bug". Maurice Owens (*Old Possum*) used a company called **Express Lube (Chris Roos)** 01444254115, they charged £350 + VAT to flush the tank, I believe Maurice was happy with them, also I think they put an extra inspection panel in top of tank.

Nauticat 52 NECO Autopilot

Autopilot works, but occasional goes round in a circle.

Just a few bits to start with, it looks like Derek Coventry (ex NECO employee who has test gear and some parts) was still active in 2011, and I have found two e-mail addresses for him:

derek.g.coventry@talk21.com and derek207@btinternet.com
also a phone number which could be well out of date of 0705 379687

There is another person who appears to be fairly knowledgeable that is Daniele Fua, e-mail daniele.fua@uniroma1.it

Some general points, if the fault is erratic, it going to be hard to resolve, but if the system works OK generally then it could be due to;

- 1 Bad earth connections or just a bad connection between units, possible changing with vibration.
- 2 A dirty feedback potentiometer, probable from the rudder, or wind vane if you have it fitted.
- 3 Could be a intermittent signal from the compass.
- 4 The worst outcome, would be if its an intermittent fault on the circuit card, a component breaking down due to heat or old age.

Nauticat 331 Engine Smoke

Loss of power and lots of smoke, report from owner;

The engineer/owner of Meca-Offshore did very well in his initial diagnosis that is a faulty low pressure feed pump in the injection pump. He removed it quickly & efficiently, helped by the fact that I had the tool to remove the drive gear on board. There then ensued day after day with little communication. I do not know if the lost days were because the injection pump repairer took many days to return the pump, but it became very frustrating. When the refitted pump did not fix the engine smoking Lionel G. agreed with me that the injectors had to be cleaned. Cleaned, the engine started better, and ran to full rpm, but with smoke. After adjusting the pump timing, it was said the engine was ok.

The next day as we prepared to leave the engine very smoky, so asked the engineer to return. After about 2hrs of adjusting everything he declared he would call Yanmar in the morning, and return. He arrived 12:00 next day & adjusted the timing by about 1mm at the pump flange. Result is that it smokes a little at idle, quite a lot at revs no load, very little on load. It is thought that there could be some issues with the valves or the cylinder bore/piston rings, but the engine should run ok.

Tech-Ni-Cat

Initial plans in place to hold the Tech-Ni-Cat at Gosport on the 14 September, which is the beginning of the Southampton Boat Show, watch out for e-news for the details.

Alan Warrell

Technical Secretary

Cross Channel Cruise and Rally

8th / 16th June

Despite The Gods best efforts to disrupt this event with foul weather and breakdowns, a good time was had by all managing to get there by boat or car.

Two Nauticats (ZARZUELA and MAGIC TIME) made St. Vaast and Seven members attended a magnificent dinner at Les Fuchias arranged by our French Rep. Joel Rogale. Forecast weather and other problems prevented us from getting to Cherbourg and Aldernay to complete the Cross channel part of the event.



Four Nauticats (ZARZUELA, BETSY, WYLDWIND and SCHUSS) assembled in Lymington and fourteen members enjoyed a hearty supper at The Royal Lymington Yacht Club which, by popular demand, included some entertainment by our very own Maurice aided by Elsie.

The Channel crossing for ZARZUELA highlighted the recognized design fault in many Nauticats, that of the fuel tanks breather pipes being sited too low on the hulls. The Channel crossing to St Vaast from Portsmouth in an Easterly F5/6 gusting 7 had my starboard gunwhales under water for much of the time. 2nm From the entrance to St.Vaast Marina the engine fizzled out and wind and tide drove us rapidly towards dangerous waters. Swift action by the French nearby military signal station, who initiated a Pan Pan, had the St. Vaast SNSM Lifeboat to us within 30 minutes and towed into our Marina berth where filter changes, water run offs and engine restart was achieved the next morning with the aid of an expert Mecanicien Francais.



It helped that a member of my crew was Alan Warrel, our Technical Secretary, who spent much of his time on his mobile answering technical questions from the other Nauticat owners nearby.

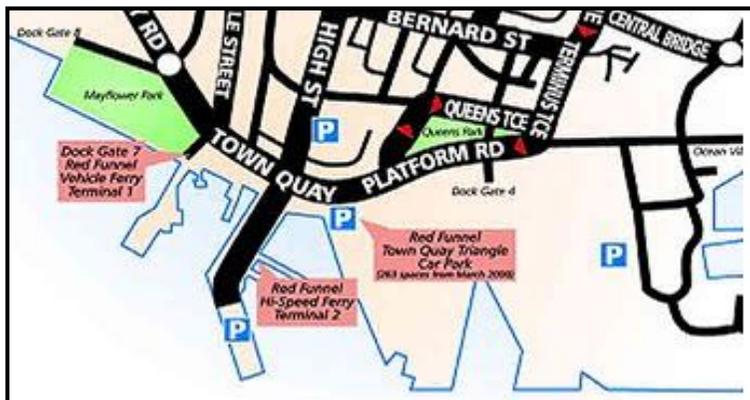


The Lymington Rally Dinner

My thanks to Joel, my crew, the Frenchmen of St. Vaast and and all those that attended for making this an enjoyable event.

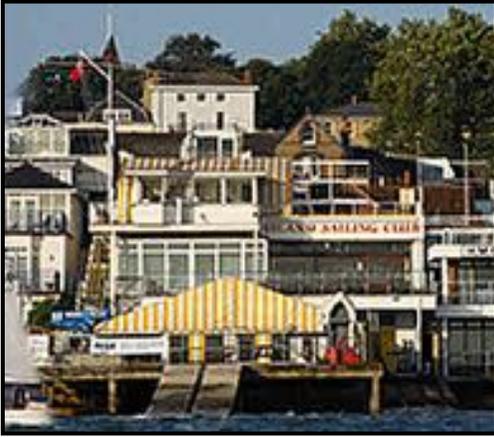
*John Claisse
Cruising Secretary*

*** The Triangle Car Park Southampton**



Laying up Lunch

26th October 2013



The Laying-up-Lunch this year will be at The Island Sailing Club, West Cowes, Isle of Wight. This famous yacht club organises the 'Round the Island' race and has a wonderful restaurant and bar overlooking the Solent.

The plan is to meet around mid-day for a glass of something followed by a lunch from the a la carte menu which should give everyone a wide choice.

With a bit of luck the weather might be good enough for Solent yachts to sail there and mooring in Cowes Yacht Haven is only a five minute walk to the club.

If it is impractical to sail and for those coming from further away the Red Jet Ferry from Southampton (*seniors £14.50 return*) and running every 30 minutes is a good option. Parking in Southampton is at the Triangle Car Park * a five minute walk to the ferry.

Another option and to make a longer break is to stay overnight at the club. There are six rooms available at £45 per room per night. I have reserved all rooms but will need to confirm with the club by the **1st of October**.

Like last year at the RAF Yacht Club this should be a very relaxed get together with the added fun of a ferry trip to the island.

As always I need to make reservations so if the idea appeals please complete the enclosed booking form and return with a cheque for £20 per person by 1st September.

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 cabin 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 **£159,950**

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

Nauticat 44 – Lady Caroline – 1983

Lady Caroline is an exceptional yacht. She has had a major refit from stem to stern including significant improvements and upgrades for sailing and live aboard. She looks a lot younger than she is with many improvements some of which are:- in boom reefing, 7 hp bow thruster, Aquadrive transmission, higher spec propeller, 8 man canister life raft, E.P.I.R.B, horseshoe seating and table to aft deck, air conditioning hot or cold, large bathing platform, holding tanks, electric toilets, washing machine, microwave and fridge.



Lying Empuriabrava, Bay of Roses, Costa Brava, one of the best sailing areas in the Med., with many beautiful bays, anchorages and marinas close by.

Berth available (*not to be missed*) berthing costs less than the UK. Contact for a complete list of works and photos. She has to be seen to be believed then you will want to own Lady Caroline

Tel: 01282 693953

Email: cpauldawson@anvic.co.uk

FUTURE EVENTS

Tech-Ni-Cat

Gosport Marina
14th September

Laying up Lunch

The Island Sailing Club
Cowes, IOW
26th October

AGM

The Chine Hotel
Boscombe
8th February 2014

TECHNICAL MERCHANDISE

Perkins engine handbook	£2.00
Ford Lehman 2712 engine handbook	£2.00
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

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