

CAT - A - LOG

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



Joël Rogales beautifully rigged Ilkiva - lending a hand



Nauticat Association Newsletter

Issue Number 68

Winter 2014

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. 68 Winter 2014

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Chairman's Note

After the amazing weather in September and October, I am sure many members wish they had taken more advantage to put right the little problems that came to light during a summer's cruising.

With my Nauticat 351 safely tucked up in a German shed, I can only make notes and patiently wait for next summer. My solo cruise to Stockholm and back was an enjoyable adventure, but hardly challenging when one considers the daunting adventures of Doina Cornell, who will be speaking to us at the AGM in February. Doina will be giving a delightful glimpse into her childhood afloat with her family, when they sailed around the world over several years with stays in out of the way places, even now rarely visited.

Doina is the daughter of the renowned blue water yachtsman, Jimmy Cornell, who founded the ARC (*Atlantic Rally for Cruisers*), and is the author of 'World Voyage Planner' and other sailing books. Doina has collaborated with her father on "Blue Planet Odyssey", their latest endeavour; a round the world sailing event aimed at raising awareness of climate effects on the world's most endangered islands.

Members and guests can look forward to a very entertaining talk, so I hope you will all be there at the AGM.

Having been unable to attend the 'Laying up Lunch' at Southampton, I am also looking forward to socializing at the AGM and hearing about members' summer cruises.

Douglas Addison
Chairman Nauticat Association.



AGM talk by Doina Cornell

Doina will give a presentation based on her book “Child of the Sea”.

Doina is Jimmy Cornell’s daughter and she will describe the seven years she spent as a child sailing with her family cruising around the world, often travelling off the beaten track to remote Pacific islands. Colourfully illustrated with photos, films and music, she will paint a picture of family life on board a small low tech. cruiser in the 70’s.



Doina’s book entitled ‘Child of the Sea’ is a fascinating account of her childhood sailing around the world. I bought both my daughters copies for last Christmas. It is highly readable and I am sure that she will bring some copies and sign them. *Chairman*

Not too late for a Xmas present !

There are certainly many books written in English, describing how oceans contributed to the spread of “civilization” throughout the world, but I believe that this one is very inclusive, precise, interesting for the sailorman.

Continent after continent, century after century, it explains how new routes on sea were discovered, established, protected, disputed, how boats design, rigging, sail plan, structure changed, and how shipping contracts, investment schemes accompanied the development of fleets.

Sailors conditions at work on boats were they commercial or military are also described into details, with lively excerpts from accounts sometimes written by...survivors.

This 599 pages (*744 pages including bibliography index etc*) book includes helpful maps and pictures.

The most interesting, in my opinion, was to discover that the motivations of people to sail to other lands were very various, from trading, to conquering new territories, to just settling in places with better weather and promises of abundant harvests. I also learned how Confucius teachings long prevented China sailors to open to exchanges with other lands overseas. It was a long time ago...

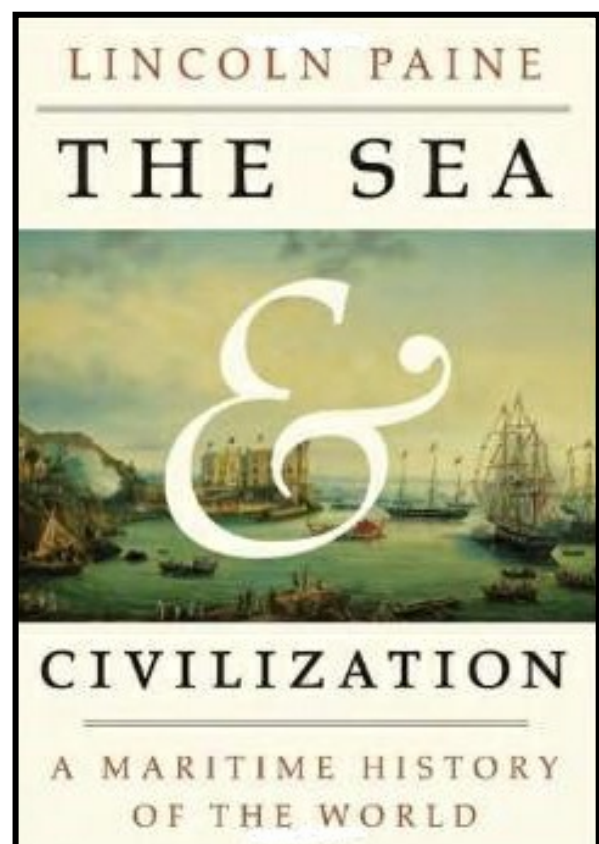
Unfortunately this book does not contain a “conclusion” as such in which I would have liked to find a synthesis of these motivations. Ocean conquest was certainly more revealing than land conquest in explaining how human behaviour resulted in what the world is today.

Anyway, I recommend this book and believe it could be an excellent Christmas present.

Reference : The sea and civilization – Lincoln Paine

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J. Rogale



Tucking up for Winter

Since buying Jennyanydots I have left it her in the water every other year, so this winter would have been an ‘out of water’ winter. However, since her bottom is now treated with coppercoat and the only additional underwater maintenance planned is to replace the plastic through hull log body, which is starting to get some damage around the threads which secure the paddle wheel sender, I decided to leave her in the water and just come out for “a quick lift weekend” in the spring.

We planned to go to the boat in October to “Tuck Up” for the winter, but this got delayed due to other commitments, so eventually we went down on Friday 31st October and, as the forecast looked OK, we decided we would stop a couple of nights. What a good choice, as Friday was a lovely warm day, be it a bit breezy. To aid the removal of the sails the next morning, we left our fore and aft trot mooring and went on to a Dart Harbour swinging buoy, so any wind would not be a problem.

As we settled down for the evening, I realised the wine was in our “wine cellar” storage built under one of the galley cupboards in the bilge. OK for Theresa’s white wine but not good for my red. I am sure this would not be recommended by any wine buff, but the heating outlet in the saloon is in the corner of the settee, so not only the warmest place to sit, but perfect location for a bottle of red to stand in the corner and warm up. Also very convenient to reach while sitting on the settee!



Looking Up River Dittisham



Looking Down River

Saturday morning was sparkling! Just perfect, with a warm breeze to dry the slight morning dew from the boat. So sails off, folded and stowed away. We then motored up the river to Dittisham and found one vacant visitors’ buoy (*a lot of the visitors’ buoys are used for boats over-wintering*), in a good position with lovely views up and down the river and not far for the dinghy ride to the Ferry Boat Inn.

As it was such a pleasant afternoon, I applied a coat of Boracol 5RH to the teak deck. This is a wood treatment chemical which kills any green algae. It does not restore teak, but it keeps the decks free from algae for about 6 months, and is recommended by Hallberg Rassy for their teak decks.

We had a pleasant evening in the Ferry Boat Inn, which was much quieter than usual, especially for a Saturday night, and got back on board just in time before it started to rain.

The rain cleared away in the early morning and Sunday started with bright sunshine. We motored back down the river and on to our mooring and finished the winter preparations: taking off spray hood, dodgers and securing reefing lines and halyards. Finally putting a cover over the companion way (*which I hope will stay on this year!*) So Jennyanydots is now all “Tucked Up” for the winter.

Now I’m ready for a bit of ‘Armchair Cruising’ during the winter months.

Alan Warrell

Jennyanydots

Biodiesel and the Bug

I am not an expert on this complicated technical and regulatory subject of diesel fuels and the introduction of biodiesel, so I have compiled this report from various sources, including the RYA, Road Transport Directives, Fuel Additive suppliers and a useful set of documents on the Plymouth Sailing Club website. I hope it helps explain the current situation we all face with the changing requirements on low sulphur content in the fuel we use.

Diesel Engine

Diesel engines, known as compression-ignition engines run on middle distillate fuels which are mid-way between a lubricating oil and gasoline (*Petrol*). Marine diesel engines do not have very sophisticated engine management systems seen on modern cars and are relatively simple and tolerant of a variety of fuel types. Under extreme conditions or at the end of maintenance schedules these tolerances diminish and fuel quality is vital for engine performance.

Diesel engines also perform at their best under load, i.e. at higher engine temperatures but many boat engines run at idling or slow speeds while coming in and out of ports and often do not reach full operating temperatures. Under these conditions the diesel fuel does not burn well and bores and rings can become contaminated with gums and varnishes. Injectors too build up with residues and spray patterns deteriorate resulting in poor atomisation and subsequent loss in power, starting and increased fuel consumption.

Diesel Fuel

The best quality and most stable diesel fuels are made from 'straight run' stocks derived directly from crude oil. Most commercial fuels however also contain a proportion of catalytically cracked material. In the distribution chain for diesel fuels there are also holding tanks at distribution centres, tankers and storage tanks at the fuel berth. In today's commercially competitive world brand loyalty is often sacrificed for economy and the fuel you eventually use in your craft may be a combination of fuels from a variety of sources. The fuel may also be fresh or quite old. The following are some of the characteristics of diesel quality and performance:

Viscosity: is a measure of how the fuel flows; a viscous or thick fuel will not atomise well at the injectors and give poor fuel consumption and high emissions. If it's too thin, excessive wear can occur in the injection pump.

Low temperature flow: is affected by the amount of paraffin's in the fuel, at low temperatures these can form waxes that prevent the fuel from flowing as frequently reported from lorry parks during cold winters.

Storage stability: in storage fuels may be attacked by atmospheric oxygen which can cause varnish deposition. In the presence of water, bacteria action can cause a build-up of slime near the fuel/water interface resulting in blocked filters or fuel lines.

Sulphur content: Sulphur occurs naturally in all crude oils and is present in refined products. The combustion of sulphur gives sulphur oxides; they are believed to form acid rain. The treatment of diesel fuel to remove sulphur compounds also removes other chemicals; this can lead to the fuel having poor lubrication properties and reduced stability.

Water content: all diesel fuels contain a small amount of water; the amount of water that a fuel can hold is controlled mainly by temperature. As temperature decreases the water drops out and collects with any water that has built up as a result of condensation or in-leakage.

Biodiesel: This is a diesel fuel made from agricultural products such as soybean, rape seed, palm and coconut oils. During manufacture, the oil molecules are broken up and are then reformed into fatty acid methyl esters (FAME) and glycerol, before being separated and purified. The process produces a fuel with very similar combustion properties to diesel. Almost three quarters of European biodiesel is commercially produced from oil seed rape, the remainder being produced from sunflower and waste vegetable oils. This can be blended with normal diesel stock or used neat.

The Law (from RYA)

Since the Fuel Quality Directive was implemented into UK law on 14 January 2011 there has been considerable confusion as to whether this means that recreational boat users will now be using biodiesel. The requirement is for waterways vessels and recreational craft that do not normally operate at sea to be supplied with low sulphur fuel. There is however nothing in this new legislation that compels a supplier to add bio-diesel (FAME) to fuel that is being supplied for use by pleasure craft no matter where it is used.

The confusion arose because the fuel supply industry indicated that it would meet its legal requirements by supplying sulphur free road transport diesel (EN590) which by law can contain anything up to 7% biodiesel by volume.

The Government is currently consulting on the EU Renewable Energy Directive and how it will be implemented in UK law. The Government's preferred option is to expand the Renewable Transport Fuel Obligation (RTFO) to include all fuels, including fuel supplied for use in inland waterway vessels and recreational craft that do not normally operate at sea. This again has the potential to affect fuel supplied to pleasure craft; however the RYA has secured assurances from the Department for Transport that although all fuel supplied will count towards the RTFO target, the legislation will not mean that bio-diesel must be added to every drop of fuel. Fuel distributors will have obligations to meet, but how they meet these obligations will be up to them. They will remain free to add more bio-diesel to some supplies and none to others; it will therefore still be possible to ask for diesel without any bio-diesel content.

Bugs: Diesel bug is the boating name given to the organisms that form slimes in diesel fuels. Diesel bugs are in fact microbial organisms and come in three main varieties where fuel spoilage is concerned; they are Bacteria, Yeasts and Moulds. The bacteria also exist as aerobic and anaerobic, the aerobic ones require oxygen and the anaerobic do not.

Where do these organisms come from? Generally the microbes get to your boat through the fuel distribution network but they may enter through airborne particulates. These organisms like still fuel and temperatures around 30°C are ideal for growing organisms and they multiply extremely quickly. The micro-organisms feed on water, hydrocarbons and nutrients in the fuel. The water only needs to be available at 100 ppm in the fuel for

bacterial growth to occur. The hydrocarbons come from the fuel itself and the other nutrients from the fuel additives required for the fuel to perform to the required standards. Aerobic micro-organisms that consume hydrocarbons, such as fungi, bacteria and yeast, usually grow at the interface between fuel and water in fuel tanks. Anaerobic species can actively grow on tank sides.

Problems caused by Bugs

The most obvious visual sign of microbial activity is the formation of sticky, slimy, polysaccharide polymers that form strings and films. These block fuel filters and even fuel lines. They also capture particulate matter and create mats. Even if they get through the filter unit they can block the injection ports in the engine on an uneven basis giving rise to potential failure of the crankshaft due to uneven loads from the pistons.

The by-products of bacteria action are often acidic and when this settles into the water at the bottom of the tank, especially during lay-up it can cause corrosion of steel tanks and brass or copper fittings.

Problems caused by Biodiesel

The use of pure or high percentage biodiesel blends have caused problems as the solvent properties of biodiesel are different from those of conventional diesel. In its raw state, it will degrade natural rubber products, some copper based alloys, painted surfaces, soft plastics and is harmful to teak decks with polysulfide seams.

However the current regulations only allow diesel fuel (EN590) to have up to 7% biodiesel by volume.

It is difficult to know just how much of a problem biodiesel is in these small volumes; it is generally understood that road diesel is the only fuel available in most European marinas and this does not appear to have caused the problems that some here have anticipated.

All diesel is contaminated with water to some extent, because biodiesel is hygroscopic, it exacerbates the problem and biodiesel blends are more susceptible to biological attack by micro-organisms.

Biodiesel is a better solvent than 'normal' diesel. As a result it may pick up deposits already in fuel systems and in fuel tanks.

The oxidation stability of biodiesel is poorer than that of 'normal' diesel. Over time oxidation can precipitate solids with the potential to block filters in fuel distribution systems. To minimise the likelihood of this occurring,

it is recommended that users take particular care to ensure a fuel turnover period of once every 6 months and, in any event, no longer than once every 12 months.

Biodiesel blends have a higher Cold Filter Plug Point (CFPP) than 'normal' diesel which means it may not flow as well (*a phenomenon known as 'waxing'*) in cold weather or stop altogether. However, the fuels made available to the latest standards (BS EN 2869:2010) include additives to prevent waxing and maintain oxidation stability.

Treatment

Prevention is of course the best cure. As we are generally unsure of the nature of the fuel you are using continual treatment direct to your tanks is recommended. This will prevent organism growth even though the organisms may still be present.

There are many different ones on the market and most claim to solve the problem in a variety of ways; some claim they can break down the size of the organisms so that they pass through filters or that they remove the water that is required for organisms to grow.

There are two routes that can be used, biocides or enzymes. Enzymes are perhaps the more eco-friendly, but have are not as robust and if there is any biocide present in the fuel, as there may be some residual biocide that has been used in the fuel distribution chain, enzymes will be deactivated.

Depending on which product technical information you read you will get differing views, I have chosen the "Biocide route" and this is what that particular product information gives:

There has been test work done comparing all of these approaches but the biocide route has been shown to be the most effective. Biocides should be used with due care but should not be perceived as particularly harmful or dangerous. Many foods, paints, shampoos etc contain biocides as preservatives and so at the level we need to use it these additives are not generally damaging. Often the preventative level is only 50ppm(0.005%) and this of course is burnt along with the fuel itself.

Diesel Fuel Supplies

There is confusion amongst the boating world, about what diesel they can buy and use for pleasure craft propulsion and whether such fuel will cause damage to the boat's engine installation or increase the danger of microbiological contamination or 'diesel bug'.

The one thing to bear in mind is that Red Diesel, in the UK, is chemically marked and dyed red to indicate that it has been supplied for non-road mobile machinery use, as in many cases such fuel is supplied duty free. The fact that this fuel is marked does not indicate the grade of the fuel. Red diesel may or may not be low sulphur fuel and it may or may not contain a percentage of FAME (bio diesel).

The following (*from the RYA*) indicates which fuels you can legitimately purchase. The red diesel you buy could be any one of the fuels listed:

Spec	Fuel Type	Known As	Bio Content
ISO 8217	This is the specified standard for marine fuels which meets international requirements	Red Diesel	None
BS EN 2869	Gas oil for non-road use, including recreational craft that do not normally operate at sea and inland waterways vessels. This now specifies a maximum limit of 10 mg/kg sulphur but also permits the addition of up to 7% Biodiesel by volume (without it having to be labelled as such).	Low Sulphur Diesel	Up to 7%, but not mandatory
BS EN 590	Low sulphur diesel which contains up to 7% FAME Biodiesel has to be added as part of the Renewable Transport Fuels Obligation Order 2007	Road Diesel	Minimum of 4.25% for 2011/12, mandatory. Rising to 4.7% when Red implemented

What Should We Do

It is the responsibility of the fuel suppliers to comply with the legislation depending on where it is sold. It is therefore important that every link in the supply chain knows what is being bought and sold. The best solution is to use fuel that is free from bio-diesel (“FAME-free”).

During and since the negotiations with DfT, the RYA has pressed the safety case and risks associated with bio-diesel and contamination. In response, the DfT and many fuel refiners, blenders and distributors have made a supply of BS2869:2010 fuel that is FAME-free available. So ask what you are being supplied with, does it contain bio-diesel, ask for FAME free fuel.

What If

What should you do if you think you are using Fuel with Bio-diesel in it?

It remains perfectly possible that you may be supplied with BS EN 2869:2010 or BS EN 590 fuels containing a percentage of bio-diesel. If you think this is the case, you should be aware of the potential risks associated with bio-diesel. These can broadly be classified as operating and storage risks.

If you suspect that your fuel contains biodiesel or indeed you have chosen to use EN590, increased care is needed in its storage. Due to their hygroscopic nature, biodiesel blends can contain more water than 'normal' diesel which can result in accelerated corrosion, sediment formation, and filter blocking.

All of this can be controlled by good housekeeping and fuel management, some of these are:

- Fuel in any tank is turned over regularly, at least every 6 months and certainly no more than 12 months.
- When in use, tanks are kept as full as possible, to reduce condensation, however this must be balance against the amount you use and how long a tank full is likely to last you.
- Water must be drained off regularly (*although it is rarely possible to remove it all*) in order to discourage bacteria growth.
- Consideration should be given to modifying the drain facilities to make them more effective.
- Seals and components in the fuel system are inspected and, where necessary, replaced.
- Keep turning over the fuel on a regular basis, ie use your boat.

Conclusion

Obviously there is a lot of information on this topic and as far as I can see no clear answer at present other than to know what you are being supplied with, if you suspect that you have problems to know what to do, and to keep up good fuel housekeeping.

I have chosen for the last few years to add "Marine 16" which is a biocide and the product is said to be for diesel and biodiesel, but who knows?

Any feedback from other members would be very helpful.

Alan Warrell

Technical Secretary

The Scottish Rally

Too far to sail for us Southerner's so a group of us – The Warrell's, O'Donoghue's, Coles's, Cotton's and Reeds made the journey to Oban in different ways. Some flying, some by train and some driving. Lyn & I drove with one stop in The Lake District on the way up and back.



A group of us stayed in The Manor House Hotel, a beautiful hotel on the water's edge over looking Oban and the island of Kerrera.

We arranged to meet up with the other Southerners for dinner on the Friday night at a Wetherspoons in the harbour by the ferry terminal.

The weather was beautiful until the Saturday of the rally then rain, rain, rain.

The plan was to meet on the island of Kerrera just out from Oban where there is a marina and a restaurant called The Waypoint. Suitably dressed in waterproofs and umbrellas we took the little ferry out to meet the five Nauticats which had sailed there.



The ten minute ferry ride was straightforward and we were met by Pamela Barclay the Scottish Secretary who was already there ensconced on her Nauticat 32, Sapphire. From here we were welcomed onto Kerelia of Clyde, Michael & Patricia Lowe's beautiful Nauticat 44 which unbelievably accommodated all the rally attendees for some bubbly and nibbles and over the next couple of ours Alan Warrell,



our Technical Secretary, held a question and answer session.

We were discussing technical matters when Michael Lowe volunteered that he had had a bell installed which can be rung from the outside steering position to call Patricia from the galley if some emergency occurred.



It seems though that it is more often used to call for a G&T so Patricia has a switch in the galley to turn it off – I hope this never becomes a ‘Crying Wolf’ situation.



As the weather was bad dinner was moved to the slightly earlier time of 18.00 to save the Oban contingent having to go back and forth on the ferry just to kill a couple of hours.

The dinner was EXCELLENT. I had a scallop risotto the best ever and all the other dishes looked good so we decided to call the Chef in to congratulate him.



Pamela’s plan for Sunday was to go out to a small island and BBQ on the beach, like we did on Loch Fyne last year, but the forecast was not good so we decided to make a decision whether to abandon or not in the morning.



Well, as promised, the morning dawned very wet so we decided to forget about a BBQ and do our own thing. The Cotton's and O'D's took the ferry to Mull through the mist and rain but at least we were warm and dry. The Warrell's did a tour of the whisky distillery. In the evening six of us met for dinner at The Manor House.



Waiting for the ferry



Karelia of Clyde heading home

A big thanks to Pamela who once again did a brilliant job organising and finding an interesting location for the rally, Michael and Patricia Lowe for entertaining over twenty people on their yacht and all the Scottish contingent which made us so welcome. *Ed*

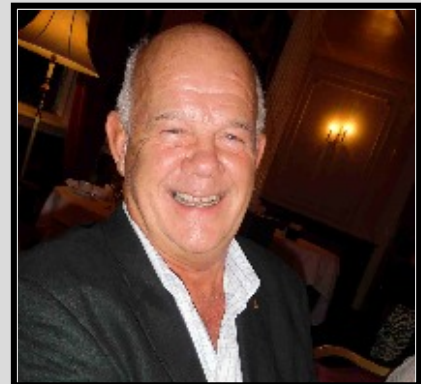
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Copy can be sent by e-mail:
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or to:

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Photographs, including digital, very welcome



Laying up Lunch



As we were approaching Southampton along the M3 my phone rings. 'Morning Robin, Old Possum here, I am just outside the marina, can you come and take my lines'. This is of course Maurice Owens who left Gosport at 08.00, single handed to sail to Ocean Village and The Royal Southampton Yacht Club for our Laying up Lunch. Unfortunately I was unable to assist but the RSYC Commodore popped down to help, so when I arrived Old Possum was tucked up safely right by the club house.

Twenty two members turned up for a pre lunch drink and get together in the bar followed by a very good lunch in their main room overlooking the marina.

We were all seated together round a beautiful table with all the RSYC silverware on display;



their prize giving was in the evening. John Claisse showed, and encouraged us to buy, the beautiful and substantial new Nauticat Burgee and Maurice Owens entertained us with a few jokes and a song.



It was good to meet the new owners of Richard Bartlett's old boat, Karvinen, Stephen & Lucy Roberts and renew our acquaintance with Stephen & Alison Parkes, the owners of Magic Time; both based on the South Coast.

A very pleasant get together before the winter sets in. *Ed*

Cruising Report

Social Secretary South Coast John Crump:

23rd May - 1st June:

Cowes, Beaulieu, Lymington, Poole, Weymouth.
Continuation to South West

Social Secretary South West Alan Warrell:

3rd - 4th June:

Dartmouth and South West.

Social Secretary France Joel Rogale:

30th June - 9th July:

Cherbourg, Guernsey, Port Blanc, Roscoff, Aber Wrach, Camaret,
Loctudy & Concarneau.

16th July - Social gathering Le Crouesty.

Celtic Secretary Pamela Barclay:

Sadly, due to other commitments, Pamela is unable to spare the time to organise Celtic rallies and we are therefore seeking a replacement contact from the area.

East Coast based Nauticats

Rod Cotton (cotton_rod@hotmail.com) with the help of Colin Lister (fazeboons@aol.com) is establishing a link with the East Coast to promote joint events.

Cruising Matters

Coast Guard Stations (MRCCs)

MRCCs have been or are being transferred to Maritime Operations Centres (NMOCS). There will be largely no change to procedures for emergency calls and contacts.

National Coastwatch (NCI)

National Coastwatch is an entirely voluntary organization with 50 look-out stations around the Coast. Ofcom have allocated VHF Channel 65 for them to respond to general requests for information from fishing boats and recreational craft. Radio checks, weather, sea states, local facilities such as moorings, anchorages, local hazards and water taxis, should be available.

Emergency and Search and Rescue remains with the Coastguard on VHF Ch. 16 or 999 and ask for the Coastguard.

Shore Power – Reverse Polarity Abroad

A third of continental shore power supplies have reverse polarity to ours. Most adaptors can be plugged in either way round which could make the neutral wire of your appliance live even when it is switched off.

Information Exchange

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



Technical Report

As I started to write this report, I did not think I would have much to mention about the last 4 months, but as I jotted down the various things that have happen, I realised there had been a fair bit to include in this report.

Jennyanydots

Radar: I mentioned in the last Cat-A-Log that my Radar (*Autohelm ST50*) stopped working, but then started to function again after a few weeks of warm weather. Another member contacted me, who had similar problems and provided the following:

A couple of years ago I had radar problems. All sorts of things were suggested by the experts, all of them expensive. I took the radar scanner off the mizzen, wired it up and it worked perfectly! I put it back up and it did not work. After a fair but of experimentation I discovered that the condition of the power wire is crucial. Mine is a 2kw unit and two fairly heavy black and two red supply this power. The 2kw is only a pulse but without a perfect splice on the cables the power drop was sufficient to cause the unit to fail!

I thought this information may be useful to others before allowing expert to replace circuit boards or even full scanners! This confirmed my own feelings and having re-made the connections at the foot of the mast, the radar now works, but I need to check the connections inside the scanner during the winter.

Water Gauges: During our cruise early this year the lack of any means to know how much water we had used was a slight niggle, especially as we had many days without being alongside to replenish the water tanks. As I had been considering fitting a water gauges, when I saw Force 4 had introduced a new sender and gauge for a reasonable price, I decided to fit them. The boat had already the wiring installed so the only tasks was to make some new tank plates with the appropriate holes for the new senders, and mount the gauge, which I decided to fit in the galley.



Anchor Windlass: Since I bought the boat, I have never liked the idea of the heavy power cables being “Live” in the anchor locker, for the windlass, although they are protected by a 100 amp fuse, I

just like the idea to be able to isolate them by a flick of a switch. So having thought about this for a few years, I plan to fit a switchable contactor this winter, the contactor is a mechanical latching type so when “on” there is no current drain to hold the contactor closed.

Tech-Ni-Cat’s: We have held two Tech-Ni-Cat’s this year, the first as part of the Celtic Muster in Oban and the other at the East Coast gathering in Felixstowe, unfortunately there had been planned a third gathering, which was to be held in September as part of the South Coast September Cruise which had to be cancelled due to lack of participants.

Both sessions were run on the bases of members raising some issues and then the group giving own experiences and knowledge, this seem to work reasonable well, although we collectively did not have the answers to all issues, but one of our members somewhere may have the answer. Any comments on format and topics to be covered would be welcomed, so we can incorporate for next year.

Some of the topics discussed: Leaking auxiliary header, the tank has been tested but hasn’t seem to be able to solve this problem.

No bright ideas came from the group, any suggestions?

NC 39: having a problem when it rains heavily the water seems to collect in the bilges.

General view that it could be leaking chain plates, so reseal deck plates around plates.

How do you change the water impeller - on Yanmar engine, its completely inaccessible, faces backwards and has the starter motor only 2” in front of it, took 6 hours to replace it.

Lots of sympathy, only suggestion removing alternator may help.

Fuel diesel bugs and general debate on how to cope:

Lots of views on using additives, regularly of checking primary filter and opening the fuel tank and siphoning some of the dirty fuel at the base out.

Hydraulic steering system – what maintenance checks should we be doing on this?

General discussion on topping up system and checking overflow bottle.

Technical Secretary learnt something during these discussions; that Nauticats without the helm position below have a mechanical system, Whitlock most likely, for connecting the rudder to the outside wheel and the hydraulics are only for the autohelm system.

Batteries: What to replace them with.

Lots of discussion on different makes but general view was make certain they are physically the correct size and the terminal posts are the right layout. The Varta LFD180 seemed a good choice which is design as a service battery but can cope with starting.

Radar: E80 displays with analogue RD218 dome. On turning on the MFD and then selecting the page for radar, up pops a message 'No data source'. This is then replaced by a message 'press the red button then transmit'. The unit seems to be giving a correct scan. The self diagnostic test results and all items pass. The resistance on the cable between MFD and dome, the values were almost exactly those given by Raymarine.

P Bracket antifouling: What product that makes antifouling paint stick to bronze 'P' bracket?

No definitive answer, some use underwater primer, propeller protection grease and some have bracket copper coated.

Log: The plastic covered paddle wheel on the VDO log fouls the nickel iron body of the sender thus preventing it from rotating. The paddle wheel and spindle have been replaced, with no improvement. There is no sign of damage or distress to the sender, reluctant to file the wheel in case it releases the encapsulated magnets.

No magic answer, other than to file the old paddle wheel to see if that helps.

Furling: On the main furling sail the inhaul and outhaul sheets have been replaced 18 months ago and it all worked fine. This season it has not, the pully blocks are free, but its now very difficult to un-furl the main sail, even with the aid of the deck winch. The rigger advised me that there was nothing wrong with the lower bearing thrust pad etc. I believe this is a common problem on NC 33 MkII's.

There were some knowledge of others suffering with similar problems, one of the members of the event had a suggestion to look through an inspection plate to view the gear, and grease as Seldon recommend, also the upper bearing requires greasing. Also insure kicker is released and outhaul kept under tension when furling.

Technical Queries:

Again over the last four months, the majority of queries have been on locating spare parts or



identifying the appropriate part. I have listed below a selection of some the queries along with information from members.

Nauticat 42 Refurbishment: We have a member who is refurbishing and upgrading a newly purchased NC 42, hopefully this will provide some useful information for others in the future.

Nauticat 33 Refit: Another member has just completed a 5 month complete refit prior to going to Mediterranean, and has spent over £23K, from new engine, teak deck refurbishment, navigation gear, batteries, hot water system, deck fillers, and many more other minor bits and pieces, and has got to know her inside out. If this can be helpful to any other 33 MK 11 owners he will be more than happy to share the information and experience.

Nauticat Hydraulic Steering: What is the correct hydraulic fluid for the steering and where can it be sourced?

The steering hydraulic oil, I have used is Shell Donax TF a transmission fluid, only because a bottle came with the boat several years ago. Seastar Capilano systems (makers of steering system) recommend Dexron II ATF (Castrol), which you can buy in Halfords, used in automatic transmissions.

Nauticat 331 Deck Drains: Ever since owning a NC 331, it's been difficult to unblock the scupper drains which flow from a deck drain to an outlet on the topsides via an internal pipe. I have tried everything before coming across "The professional power plunger" made by monument tools and available from Screwfix (about £30) amongst others. It works by pressurising an air chamber by hand pumping and then blasting the dirt out after connecting it to the drain (either end) and pressing a trigger. It really works well and has saved me hours of frustration. One of the connectors is exactly the right size. Especial useful, as sailing with a dog, the hairs are particularly problematic.

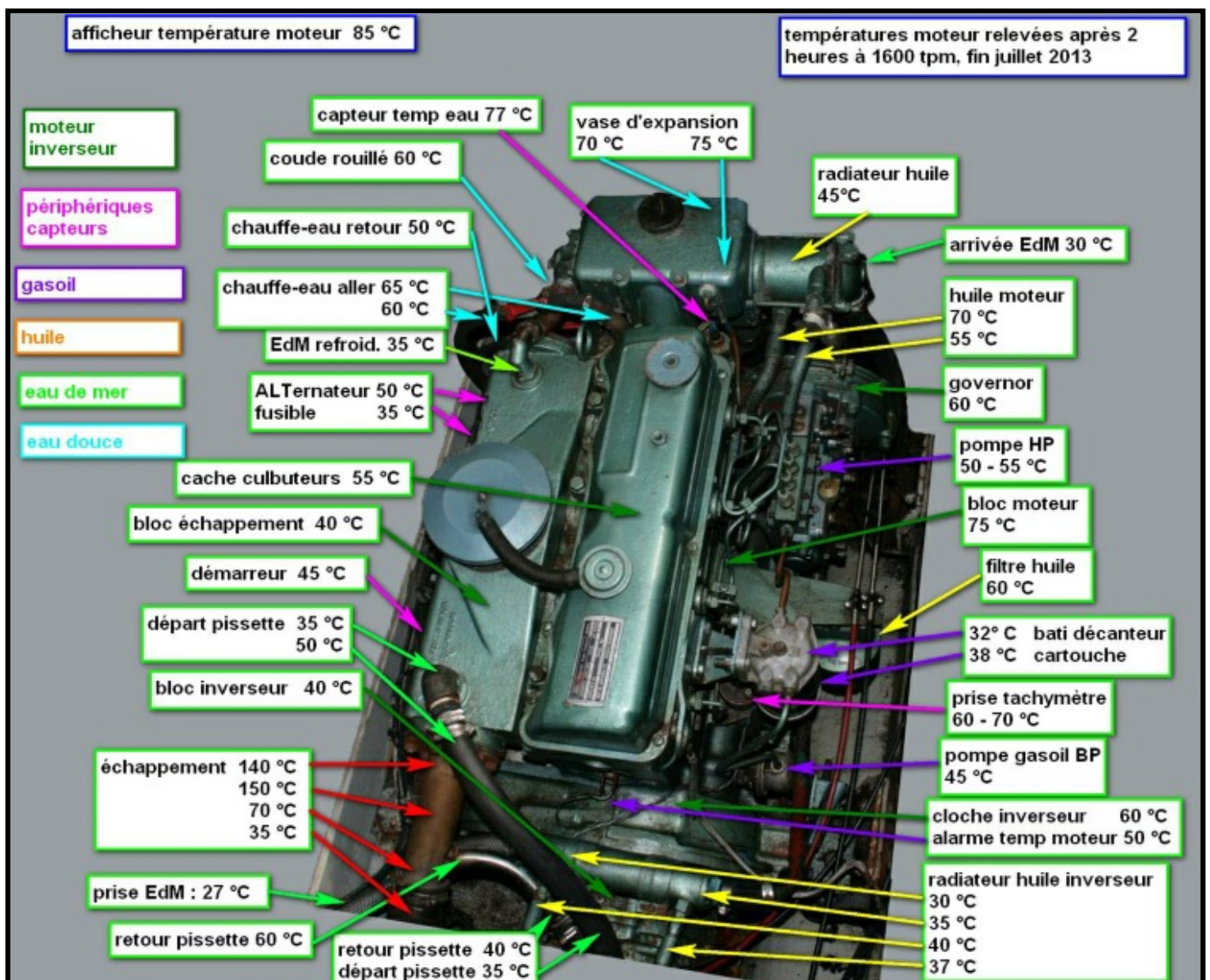
Nauticat 33 Engine Temperature: Member trying to locate information on Ford engine temperatures as the temperature gauge is reading low and how to replace thermostat.

The information I have on the Ford engines, indicates that the thermostat is set to open at 160 F, and the normal operating temperature would be in the range 175 to 190 F. Some reports from the USA indicate under heavy load temperatures of up to 210 are not un-common, but this may be a bit too hot as the overheat alarm is set at 220 F. The thermostat is normal close to the fresh water pump at the front of the engine, copy of a generic Ford 2700 series engine showing location of the thermostat.

Contacted other members with similar aged boats and obtained the following:

NC33: 1978 fitted with a Ford 2712 marinized by Gustavson of Sweden. An expansion tank (*water & glycol circuit*) is attached to the front end of the 2712 (*eg. opposite to the propeller*) and covers the hole where the thermostat sits, that one can clearly see in the Ford 2700 Series.docx provided along with a drawing of that part of the marinization by Gustavson. Even though I have plans to inspect the thermostat, I have not yet removed the two screw that hold the tank on the engine. I have been told it's easy. I have also included a picture I took of my engine annotated with temperatures observed with an infrared thermometer after two hours at 1600 rpm. This may help you too.

All temperature are Celsius, 195 °F is 90 °C which is the value displayed overhead after 20 minutes but the engine itself does not reach value higher than 70 °C. On the picture the expansion tank is at the top and is labelled "vase d'expansion"



Nauticat 33 Hatch Handles: The forward hatch was carelessly shut with the handle in the closed position and sadly broke the latch. My research



into the hatches has revealed NC Bjerg are no longer with us. I think I have found a trader who sells the whole mechanism for £160+ for two, plus postal charges, currency conversion etc. These are supplied by HR Spares of Denmark. Hallberg Rassey, another quality Scandinavian

boat builder, I believe, also used to use Bjerg hatches. I wonder if you have knowledge of how I may be able to obtain just a single replacement handle at a modest cost?

I know the handle you mean, same as fitted on my NC 35, unfortunately the Hallberg Rassey is the only lead I am aware of, but you could try Ertec who took over the NC Bjerg products, but I think they have a fairly large minimum payment, details are:

Ertec Danmark Aps.

Egestedvej 2B - DK-3320 Skævinge - Denmark

Tel: +45 48 28 48 91 - Fax: +45 48 28 48 92

Nauticat 33 Restoration: I have decided to spend some time restoring my Nauticat 33' (1972), and need some help sourcing broken bits figuring get the dirty work out of the way first. The bronze rudder shaft coupling for a start need replacing, I have tried ASAP but they don't have a match. Any ideas. Who's best for knowledge on older Mk1

Nauticats?

Unfortunately I would think the best source for the rudder coupling would be to get one made by a small engineering firm who can machine a replacement one, with gaining other members experience, have put you in contact with members of similar aged boats.



Nauticat 331 Bent P Bracket: I would appreciate any advice you could give on the investigation and repair to the 'P' bracket on my 331. Unfortunately I got a prop wrap while docking in the Mediterranean, as you know generally there are light lines attached to the dock which lead to a heavier line that is anchored to (often) a concrete block that is used to steady bow or stern depending. I got a wrap from the lighter line that was attached to

the dock, the disc cutter ahead of the prop didn't do its job so the result was that there was a heavy jerk and the motor stalled as the prop stopped turning. I donned scuba gear and cut the line away successfully however I did not see any obvious damage at the time. A few days later I felt that there was greater vibration than normal at the stern albeit small and decided to limit revs and have the boat lifted as soon as I could practically? The photo below was taken when the boat was lifted and stored ashore recently and shows that the 'P' packet must have moved slightly as a result of the jerk when the prop wrap occurred. The resultant minor mis-alignment of the shaft I presume caused the additional vibration.

My questions are: What investigation should I expect an engineer to carry out? How is the "P" bracket fixed to the boat therefore if it has moved very slightly what is the likely impact?

In the light of the above what might the repair entail?



I assume the NC 331 is similar to the NC 33 with respect to the attachment of the P bracket. In which case the bracket is held in place by 4 screws, the heads will be filled in and faired in to make a smooth finish. In the past I have heard of other N 33's removing the P Bracket and re fitting and aligning them by bedding them down in a fibre glass mat. The alignment of the engine via coupling to the P bracket would need to be checked by the engineer, this may involve disconnecting the coupling to see how much it's out of alignment, and then removing and refitting the P Bracket.

I have asked the factory to confirm that the 331 is a similar construction to the 33 and what alignment should be carried out.

Factory Reply:

The P bracket is fixed in place with four bolts, which go through the hull to the aft cabin.

In addition to that there is epoxy filler in between the bracket and hull.

In order to remove the bracket, you need to locate the bolts inside boat, open the thin grp laminate protecting the bolts to get access to the nuts. Then you need to heat the bolts and bracket outside to get the epoxy softened, after which you can open the bolts and remove carefully the bracket. If the bracket is bent you can try repairing, but most probably need a new bracket, If it is bent. When reinstalling the bracket, you need to install it in correct place and direction, so the lining of the shaft remains perfect.

Thank you very much for this it was kind of you to contact the factory; I have a couple of supplementary questions if you don't mind. Are the P bracket bolts located under the floor in the aft cabin? If not do you know where they are and how to uncover them? (I'm at home and the boat is in Italy so I'm relying entirely on memory as to where stuff is positioned).

The bolts are under the floor in the aft cabin, not sure on the detail layout of your boat, (standard or live a board) so not sure how accessible, I know mind NC 35 are buried under step in aft cabin. I will try and find out a bit more for you, at the East gathering this coming weekend I will ask around for some practical advice.

Members reply: I've attached a picture of the 331 P bracket fixing. There are 4 bolts with flat heads which come into the hull beneath the stern cabin double bunk. 'Luckily' the top of the bolts & nuts which are encapsulated in fibreglass and are not under the flooring as the bunk side is offset to starboard. The port bolts are easily accessible the others are more difficult as they are under the beam locating the bunk side, but it is not impossible as boating things go.

Nauticat 33 Fuel Tanks:

On my Nauticat 33 (now 33 years old) the bottom of the diesel tanks on the outside is rusting. I believe that the iron used is thick (2-3 millimeters), and that it may take time before leaks appear. However, do you know if there is a possible preventive care, or a cure? Further more do you know if tanks replacement entails engine removing? Are there alternative solutions?



The problems of rusting steel fuel tanks has been experienced by many members, you may be able to slow down the rust, but like old cars once they start to rust it's nearly impossible to slow the rusting progress down. We have many members who have changed fuel tanks, not an easy job and depending on the layout of the internal woodwork it can be disruptive. We have one member who went for a smaller replacement tank to make it an easier job. I will circulate members to see if we can get some more experiences for you.

Nauticat 33 Jury Rudder: Any Nauticat owners laugh at the jury rudder provided by Siltala, which consists in a steel tube to be installed directly on the rudder mesh, in the bottom of the aft cabin, which means that you steer while seeing nothing of what happens to the boat. Do you know if anybody conceived and tried an alternative solution, or a mitigation solution?

This topic came up at the East Coast gathering and Tech-Ni-Cat, a member with a NC 36 had a steering hydraulic failure on a crossing from the East Coast to Holland this summer, he had crew with him and he positioned a compass in the aft cabin and one of the crew used the emergency tiller, he was seasick fairly quickly, they did find someone who could cope with the motion in the aft cabin and my shouting commands to the unfortunate crew in the aft cabin they made it into port.

Amongst the members at the East Coast gathering, a lot confirmed their boats had been modified, by the steel tube being extended through the aft cabin roof and a tiller fitted above deck, this can work but some said the amount of tiller movement could be restricted depending on the layout of the deck above the aft cabin.

My boat NC35 has such an arrangement, but I have not tried out the arrangement, and when I had a safety check carried out by the RNLI, it was something they said you should try out, as if you had to use it in anger, as that was not the time to experiment with the system.

Nauticat 33 Charging Light: After some work on the alternator and electrics the red charging light does not go completely out, although the batteries are charging. The electrician is going to replace the ignition switch as it seems to have a poor connection to the alternator charging light circuit. The light should go out, so it will be good to hear if the new switch fixed the problem.

Nauticat 33 Rudder Drift: While the boat is left for a few days the rudder moves over to one side?

This sounds like a hydraulic leak, so the rudder is not being held in the last position it was put there by the helm, it could be that the leak is on one side of the hydraulic ram, allowing the rudder to move.

Hope you all have a good winter and all the winter jobs get done in time for next spring.

*Alan Warrell
Technical Secretary*

East Coast Tech-ni-Cat Rally

For several years now, since East Coast Secretary, Bob Higgins died, there has been no meeting with the East Coast members. It fell to Rod Cotton, our recently retired treasurer, to organise a technical get together. Rod made an exploratory trip to Felixstowe to see if there was any interest and to investigate a suitable venue. Rod settled on the lovely Orwell Hotel in Felixstowe, reserving rooms and a meeting room.



Twenty two members attended, some arriving on Friday to enjoy the coast and surrounding countryside (*Sutton Hoo is nearby*), others arriving for the 14.00 meeting on the Saturday. We had the use of a superb room, something more akin to a plc board room and we all settled in.

After introductions the discussions moved forward to technical matters chaired by Alan Warrell then a talk on cruising the Netherlands by Rod Usher. It was very good to see the previous East Coast Sec. Colin Lister along with Victoria Lister who have moved back to Nauticat's after many years with a power boat.



We all enjoyed a very good dinner in the hotels splendid dining room then in the morning our farewells with plans to meet again in 2015.

Some notes from the attendees:

It was a pleasure to attend the East Coast Rally in October. The Orwell Hotel proved to be a very grand and comfortable venue.

Special thanks to Rod Cotton, who even went to the trouble of putting a red rose at each of the ladies' places for the meal on Saturday – chivalry is not dead! *Theresa Warrell*

Rod.

A very big thank you for all your hard work organising this weekend's Nauticat get together. Most enjoyable and very nice to meet up with members that we haven't seen for some time.

As discussed at the meeting, I will do everything I can to assist with the organisation of future events on the East Coast and look forward to discussing 2015 dates and structure.

With our best wishes to you both.

Colin & Victoria Lister

Dear Rod,

I am sorry it has taken me this long to get back to you after the very happy Meet at the Orwell Hotel. Both Julia and I thoroughly enjoyed all aspects of the 24 hours. Thanks for getting us all together; to be repeated, I hope.

I will get into touch with Colin and see what we can put together for next Spring.

Once again, many thanks - and best wishes to you wife, daughter and Everyone.

Rod Usher

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.

The Annual General Meeting

2 p.m. Saturday 21st February 2015

This year's AGM will be held at
Sandbanks Hotel
15 Banks Road, Poole,
BH13 7PS



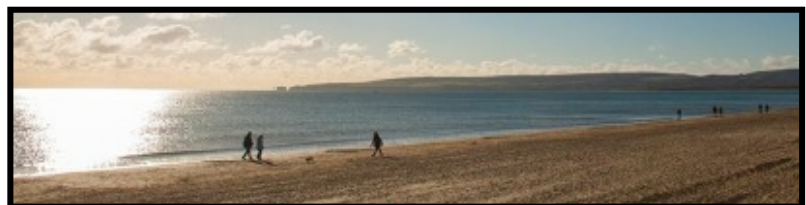
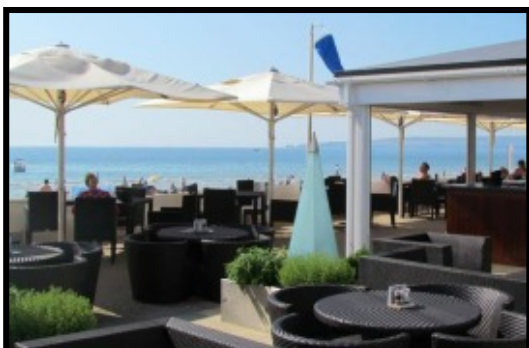
For those wishing to take a two day break around the AGM there are plenty of things to do especially with Bournemouth and Poole so close. A stroll along the seafront into Bournemouth or a boat trip around Poole Harbour and Brownsea Island.

For those attending from further afield, Bournemouth Airport is only six miles away with Southampton a little further at thirty.

Sandbanks has offered us a good rate for our event with double rooms, including dinner and breakfast at **£75** per person per night. If you live locally and would like to attend the meeting and dinner only the cost is £28 per person.

If attending please could you complete the enclosed booking form and return it, along with a cheque for the full amount or a BACS transfer as indicated on the form. Please reply by January 10 so I can finalise numbers with the hotel.

Check out the facilities at: www.fjbhotels.co.uk/hotels/poole/sandbanks



Classified

Sea Forge - 1975 Nauticat 33



In present ownership since 1998:

A sturdy, comfortable vessel, equipped with essentials for cruising, in which we have circumnavigated Britain from the Scillies to the Orkneys.

Accommodation - sleeps 6: aft cabin with double berth and en suite heads; forward cabin with twin bunks (can convert to double); main saloon with dining table converting to double bunk. Separate heads with washbasin. Spacious fully enclosed wheelhouse, seats 4.

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

Engine: Ford Diesel NG2712E, regularly serviced

Fuel Tanks: 2 X 300 litres

Autopilot: Neco

Radio: Nasa Target 2;

Depth Sounder: Nasa

GPS: Garmin

Heating system & mains electric points

Gas Cooker: Techimpex;

Fridge

Water tank: 250 litres

Legs & covers

Currently lying Ipswich

Full Survey May 2012 available

A bargain at **£27,500**

John & Chris Harvey

17 Old Hall Gardens

Brooke

Norwich, NR15 1JZ

e-mail: chris-john.harvey@tiscali.co.uk

Tel: 01508 558446 ; mob: 07858418762 / 07762265754

Classified

Mistress Mariner – Nauticat 331

Commissioned June 2004 Hull No 1235

A much loved and beautifully maintained sloop rigged pilothouse version with larger in-mast roller main, roller reef genoa and cruising chute with snuffer. No mizzen enables a large sun bimini with ample headroom.

Otherwise a standard open layout with two double cabins each with en-suite heads, 75 HP Yanmar and deep keel 1.6m draft.

£48,000 of extras supplied by Nauticat when new and since then many more extras. For sale including all kitchen equipment, bedding, cushions, charts, pilot books to West Mediterranean etc. Ready to sail away.



Additional Specification

- Bowsprit with teak catwalk
- Anchor roller
- Boarding ladder
- Seldon in-mast furling
- Furlex Genoa reefing
- 2 Harken 40 electric genoa winches
- Harken sheet winch
- Teak to cockpit area
- Stainless steel bathing platform with shower
- Extra long bathing ladder
- Electric winch
- 40m anchor chain and extra warps
- Shorepower 230 system
- Mastervolt charger
- Raymarine 600 Autopilot
- Raymarine 300 GPS navigator
- Isotemp water heater
- Webasto 3500 central heating
- Blue “Alcantara” upholstery
- Lower dining table converts to a third double bunk
- Bow thruster
- Dual controls for stop/start
- VHF radio plus hand held VHF radio
- EPIRB
- Zodiac 260 dingy with Yanmar 2.5hp
- Viking life raft serviced to 2016
- Teak folding cockpit dining table

A complete set of original instruction manuals from Nauticat

At present berthed in Club de Vela, Puerto Andraitx, Mallorca. Perfect for exploring the Balearics and the western Mediterranean. Another berth available if desired.

Price: 185,000 euros

Contact Stephen Evans 01926632521 or stephen.evans.gc@gmail.com

Classified

India Jane - 1998 - Nauticat 39



Specification#

- Yanmar 50 Hp
- LOA 11.85 m
- Beam 3.50 m
- LWL 9.80 m
- Draft 1.90 m
- 2 x 500 Litres Water Tanks
- 2 x 350 Litres Fuel Tanks
- 3 Cabins
- Forward Cabin 1 plus extra upper berth
- 2 Double berths
- 2 Heads
- CD player
- Wind speed and direction - ST50
- Log
- Compass
- Radar - Furuno
- Rigging
- Electric main winches
- Battery charger - New 2007
- Refrigerator
- Oven
- Eberspacher Heating
- Hot water
- Microwave oven
- Shore power
- Swimming ladder
- Radar reflector
- Cockpit table
- Teak cockpit
- Liferaft

£139,000

Richard Erlam on 07770 263168

or

Email: richard@erlam.com

Classified

Tara of Southampton - Hardy Commander 32

Launched New in 2002 and built by Hardy Marine.

Previous 'Nauticaters' but converted to power. Strongly built 5 berth semi displacement sea going motor cruiser. Cross channel in 5 Hours rather than 10 at cruising speed of 12-15 knots. Max 22 knots . Twin Yanmar 6 cylinder 250 HP engines. Reasonably economic fuel consumption at 3.5 gal/hour. 'Nelson' type shape underwater with long keel and props in half tunnels. One of the few motor cruisers of her type able to take the ground – yacht Legs included and fittings built in from new.



Accommodation from forward includes two berth fore cabin, Heads with wash basin and shower, lower saloon with dining table /surround settee /double berth, galley opposite with fridge and two burner hob and grill with microwave cooker underneath. Good work space and ample cupboards.

Up two steps to 'pilot house' with helmsman's and navigators seats, sideboard with additional fridge and cupboard space. Chart table above wheel and instruments, L shaped settee opposite with extending bunk and small table .



All 'Ratheon' electronics including 10 inch radar/nav screen, bow thruster shore power, eberspacher heating, electric anchor winch. Sliding door from Pilot house to cockpit. Large and deep aft cockpit with L shaped seating above lockers. New cockpit cover.. Wide and low side decks with Teak decking throughout, large boarding platform, dinghy etc.

The present owners have owned Tara since new and have 'sailed' mainly in the Weymouth to Chichester south coast area with occasional trips across the channel. She has proved an excellent sea boat, More heavily built than say a Nimbus she has maintained her cruising speed even across the channel in F 6 -7. Overall dimensions are 32'X10'x 3' draft.

After 12 years with Tara, the present owners have decided to 'retire' from sailing .hence she is up for sale. Advertised with yacht brokers SD Marine Ltd for **£105,000** but negotiable. Original cost over £172,000 and new today well over £200,000. Would make an ideal craft for Nauticat owners thinking of moving to power and wanting to get to places quicker than at 7 Knots!

CONTACT: SD Marine at Hamble Point on 02380 457278

Classified

Tringa - Nauticat 40 Built – 1985

White GRP hull and topsides with skeg mounted rudder and dual steering positions. Sloop rig with removable inner forestay. Reckmann mast and twin track furling forestay. Ford 2722e, 90hp main engine with folding 3 bladed Maxprop. Onan 7kw generator. Sleipner 8hp bowthruster.



Additional specifications

- Forward cabin with double berth.
- Single upper bunk to portside.
- Forward toilet, sink with hot and cold water, shower.
- 240v towel rail.
- 4 burner SMEV cooker with oven and grill.
- Fridge box.
- Double sink.
- Filtered water tap, hot/cold, salt water tap.
- Panasonic 240v microwave.
- Wheelhouse with table and seating to port.
- Navigation and steering position to starboard.
- Aft cabin with rare double bunk arrangement boat.
- Upper and lower bunks fitted with lee cloths.
- Aft toilet with separate shower cubicle.
- Navigation equipment
- Raymarine RL 80 CRC chart plotter/radar.
- Raymarine 2KW radar scanner. New 2013
- Vesper 850 AIS transmitter. New 2013
- Icom DSC VHF radio.
- Navtex.
- Phillips GPS
- Garmin handheld GPS with external aerial.
- VDO Logic compass, wind, depth, log, autopilot.
- JVC CD/FM/AM radio.
- R & R aerial system at masthead.
- Emergency VHF aerial on transom gantry.
- Raymarine RL 70CRC radar/plotter.
- VDO Logic wind, depth, close hauled, log
- Phillips GPS.
- External VHF speaker Suunto compass.
- Bowthruster controls.
- Reckmann fully battened main.
- Brand new Kemp Genoa.
- Brand new Kemp Staysail.
- North spinnaker.
- North cruising chute.
- North storm jib.
- Selden spinnaker pole on mast track.
- Lofrans Tigress 1000w anchor windlass.
- CQR Anchor with 50m 10mm galvanised chain.
- Teak laid decks.
- Ocean Safety 6 man life raft in canister.
- Mast mounted deck flood light.
- MOB buoy with light and flag.
- Fortress kedge anchor in bracket on transom rail.
- Stainless steel davits.
- Stainless steel aft gantry holding GPS aerals,
- Emergency VHF aerial, stern light.
- Stainless steel folding ladder on transom.

Hauled annually for wash, polish and antifouled since ownership.

New Radar scanner in 2013.

Due to be hauled in June 2014 for polish, antifouling and survey.

Currently based in the Shetland Islands

Contact – Craig Porter

Email: cr.porter@hotmail.co.uk

Tel: 01595880824

Price £120,000

Classified

Nauticat 33 - Tuula of Hamble - 1996 Boat Show Boat

We have owned Tuula of Hamble since September 2001 and are very reluctantly selling her due to the skippers health issues.

She is presented in immaculate order throughout, and no expense has been spared on keeping her in both cosmetic and mechanical first class order during our ownership.



Specification

- Engine hours 1,064
- Survey & report October 2014
- Dual helm positions
- Ambassador Stripper
- Vetus 95 kgf (aprox 8.5 hp) bow thruster
- Sterling marine battery charger
- Eberspacher heating to all areas
- Dehumidifier
- Water heated by engine & immersion heater
- Isotemp water heater and insulated container
- Stern master cabin: WC, vanity unit.
- Forward cabin: double bunk, WC.
- Saloon/galley: double stainless steel sinks
- Electric bilge pump: manual/auto switch
- Fuel tank capacities 600 ltrs in 2 tanks
- Fresh water tank capacity 450 ltrs
- Dual station engine control
- Compass Suunto D116 offshore
- Vetus Bowthruster Remote Key Fob
- Raymarine Pathfinder RL70C
- Colour Chartplotter
- Autohelm ST6000 Autopilot
- Simrad Shipmate RS8400 VHF
- Nav 4 plus Navtex Receiver
- Dual station engine control
- Simrad RS87 DSC VHF Radio System
- Simrad Shipmate RS8400 VHF
- Lewmar 30 self tailing.
- Inmast Reefing Mainsail
- Fully Battened Mizzen Sail
- All sail controls led back to cockpit
- Teak laid decks
- Stainless steel dinghy rack
- MOB system and boarding ladder
- 2m Excel inflatable dinghy
- Lliferaft in pushpit cradle serviced to 2016

I am confident in suggesting that the first prospective purchaser of my vessel who wishes to enjoy comfortable and safe cruising on a Nauticat 33 will find it difficult to pass up the opportunity to acquire Tuula of Hamble.

Location: Poole, Dorset UK
Price: £117,000 VAT Paid
Contact: Keith Whitter
Email: keithwhitter@icloud.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. Full osmosis treatment 2014.



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

Web site - nauticat44forsale.co.uk

FUTURE EVENTS

AGM

21st February 2015
Sandbanks Hotel, Poole

South Coast Rally

23rd May - 1st June

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.