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Bobcat & Catalac

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Cruising Association

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MAY 2002

Hi there fellow Bobcat and Catalac Sailors, we hope that all is well with you out there and a big welcome to any new owners and readers who are receiving our news letter for the first time. We are finding it very difficult to keep up with changes of ownership old and new, so if your particulars are not quite right in the Register then please let us know. What do you think of the new register? If you would like an extra copy then they are available from Peter at the cost of £6. Peter has put in some long hard hours trying to put it together and we think he has done a great job. He is now hoping to be able to spend some time on building his new 8m, I am sure we all wish him well in his project. Now that the weather is improving more and more of us will be out and about doing jobs on our boats and starting to sail here and there, don't forget to keep a good log so that you will be able to tell us some lovely stories through out the year. I put forward an amendment at the AGM to change the name of the Presidents Cup to the "**Mary Lack Award**" in memory of Mary. For those new comers amongst us this is an award which is presented to the winner, for the story or Article voted for by the committee as the best of the year.

My own preparations are coming along well, the dog house with its tilt forwards seems ok but hasn't been tested properly yet and we have fitted some new Poly carbonate windows to the dog house so its all looking very smart. Ann has started stocking up the lockers so it doesn't look as though we are going to starve this trip, she tries to buy certain items during the winter so that when the season starts we don't have to go out and buy every thing all at once. The fuel and water tanks are full, the licences, Insurance document and passports are in the folder, provisional chart and tidal information has been calculated, so it looks as though we are just about ready, so a good weather slot will see us heading eastwards through the Solent towards Calais.

Bob Freeman President.

Tip of the month **Checks to Hull Interior Bulkheads**

Over the years I have come across a number of boats that have had holes drilled through there Bulkheads, both inner transom bulkheads and the rear cabin bulkheads. These holes may be drilled for a number of reasons, some may have been left by a previous owner or others may be for clips to secure fastenings. Often they haven't been sealed properly. In one instance sailing a 9m from Fishguard to Christchurch, about 2 hours out of Fishguard with a northerly f.7 pushing up quite a swell and a following sea behind us. On going to make a cup of tea I was paddling in water! The port engine locker was also found to contain water, which now beginning to effect the running of the engine. We diverted safely to Milford Haven, and found that the water had been able to get into the engine compartment through holes drilled in the rear bulkhead by a previous owner. We made tempory repairs and continued a safe passage to Christchurch. The second incident was when Ann and I were moored at the town quay in Rye, I had left my rudders down and the mud was such that it created a suction on them sufficient to hold the boat down, the water level in the transom lockers built up until water was able to flow thro the holes made for the steering wires, it was mad panic for half an hour while I jammed some rag in the gap to stem the inflow of water, the port locker was full off water and as the tide comes in extra fast at Rye, I hate to think what might have happened if we hadn't have been on board at the time, hopefully this was one of those rare occasions that doesn't usually happen in a life time of sailing !

I am sorry to report the loss of **Victor Baden Thomas** who many of you will remember was our president for 14 years from 1975 to 1989. We wish to offer our condolences to his family.

Minutes of the ANNUAL GENERAL MEETING
Held at 196, Harewood Ave, Bournemouth
At 10.30 on the 20th April 2002

- 1 : Bob Freeman welcomed Peter Denning, Rick Harvey, Peter Gimson, Ann Freeman, Richard and Hilary Denning and Nigel and Ann Ladd.
 - 2 : No Apologies of absence.
 - 3 : Ann Freeman read the minutes of the last AGM, which were approved and signed.
 - 4 : Matters arising : a) Dinner at Scoffs, Rick Harvey agreed to take on the task of arranging this event next year and the provisional date was Friday 3rd January 2003.
b) It was hoped to run Rally's or similar events in the future but at this present time we were unable to give any dates or venues.
 - 5 : Treasurer's Report : Rick Harvey presented his report on the finances over the year, reporting that we were now in a better financial position then this time last year and it looked as though we would be able to cover our costs for the coming year.
 - 6 : Membership renewals were still coming in but it had been difficult to get some members to adjust their standing orders to the correct amount also it is very difficult to contact new owners or in some cases owners not aware of the association.
 - 7 : Election of Officers :

President	Bob Freeman.
Vice President	Peter Denning.
Treasurer	Rick Harvey.
Secretary	Peter Gimson.
Minute Secretary	Ann Freeman.
Committee member	Jeremy Bretherton.
- All were returned unopposed.
- 8 : The Presidents Cup Award was still being sorted owing to the transfer of files and folders to Peter Gimson and his commitment to the Newsletter and Register, we hope to be able to let you know the results next month.
 - 9 : An Amendment put forward by Bob Freeman to change the name of the Presidents cup to the Mary Lack Award was unanimously carried.
 - 10 : Peter Gimson reported that the printing of the Newsletter and Register had been successful and that every thing looked ok for the future.
 - 11 : Richard Denning congratulated the committee for there hard work since Mary's death.
 - 12 : Rally at Bembridge and / or Jubilee, unfortunately we had not heard anything from Jeremy Bretherton but hoped to be able to report some thing next month.
 - 13 : Any other business : Nigel Ladd asked if we were able to obtain any more of the Catalac Mugs ?
Bob Freeman said that we would have to look into the price and quantity of an order and let him know.
 - 14 : The Next committee meeting 7th September 2002.

Income and Expenditure Account for Year Ending 1st May 2002.

Income	2002	2001	Expenditure	2002	2001
Subscriptions	2685.00	1987.75	Newsletter	2214.00	2115.00
Rallies	336.00	147.25	Register	700.00	No Register
Stock Sales	32.00	0.00	Postage	381.05	316.70
Advertising	480.00	0.00	Engraving	0.00	88.00
Bank Interest	3.23	17.14	MOCRA	50.00	48.15
Bank Error	40.00		Rebates	40.00	15.00
			Rallies	280.00	350.00
			Miscellaneous	75.10	10.14
Totals:	<u>£3576.23</u>	<u>£2152.14</u>		<u>£3740.15</u>	<u>£2942.99</u>

ASSETS

Cash at Bank Current Account	£591.10
Cash at Bank Premium Account	£374.81
Stock balance	£492.00
Total:	£1459.49

MODS DONE ON AKU AKU

Two years of hard work refitting whilst living aboard had made AKU -AKU into a comfortable cruising home and it was time to find out how she behaved under sail. We had not sailed her or any other Catalac prior to our acquisition of her one fateful Sunday morning. We had however owned a Heavenly Twins and had concluded, as a result, that the idea of two hulls had many advantages for the kind of cruising we had in mind. However the type was too cramped for us to live aboard and cruise on a permanent basis. We therefore motored many miles in search of some thing more suitable only to finish up buying AKU - AKU where she lay ashore not ten yards from our H. T

It was a classic case of ignoring that which was right under our noses in the belief that what we wanted was bound to be difficult to find. It must be admitted however that there was a dramatic adjustment made to her price on the basis of a here and now deal, her owner having become somewhat anxious to sell. Earlier we had concluded that she was outside our budget and we did not like Catalacs anyway. They were dismissed with derision as being floating caravans and not at all what we wanted! We quickly changed our minds and began to feel rather pleased with ourselves and our shrewd buy, however it was not long before we began to suffer the strangely disconcerting apprehension of owning two boats at the same time. Fortunately it was not too long before the H.T. found a new owner. Ironically, the buyer had been trying to find a 9 mtr. without success! The refit then began in earnest and I admit I had little idea of what we were undertaking. It started from the keels upward with G4 anti osmosis treatment. She now has new interior refurbishments, suspended deckheads, forced draught heating and full standing headroom from main cockpit bulkhead to mast step. To achieve this, the helm and binnacle moulding was moved aft to come inline with the main bulkhead. The main entry door being similarly transferred. She therefore resembled an 8mtr. in this respect. Power is from a centrally displaced 25 hp. twin cylinder Ruggerini diesel which started life as an outboard motor. It drives through a Technodrive gearbox to a 0.8 Mtr. Sillette leg acquired second hand and rebuilt. It couples in tandem to the rudders when required and is disengaged when raised. This gives a high degree of manoeuvrability with absolute simplicity of operation. It does however occupy the centre aft cockpit locker just below lid level. It is noisy, an unfortunate consequence of the direct fuel injection system so the experts tell me. The benefit however is the incredible starting properties. There are no glow plugs, no decompressor, yet it starts first turn, every time! I have never known any other diesel start so readily. I even rope pull started it once or twice just to see if it was viable! I believe that I have the best of all options with this arrangement. Firstly I can attend to the engine, gearbox and transmission with ease since it is within the cockpit. Obviously there is no propdrag. I should therefore get the best out of her under sail. Should the prop foul, it can be easily raised and cleared. Similarly the raw water strainer is easily cleared as it lies within the engine bay. Cooling water is taken from a skin fitting in the starboard hull and there is no problem raising the small head with an ordinary Jabsco pump. This feeds a heat exchanger and calorifier then exits through the exhaust in the usual manner. There is a heavily insulated built in fridge, special water economy recirculating shower and rinse. Radar and Echo Pilot forward viewing sonar, new four burner oven unit, stainless sink and drainer, improved berth mattress, G.P.S. coupled to a Yeomans chart plotter, new standing rigging. The list is interminable and it seemed at times an endless and thankless task working through it all. *The refit was probably among the most frustrating and awkward tasks I have ever tackled, how my wife Michele put up with my frequent outbursts of temper and tool hurling tantrums I will never know!* I developed a very tiresome skin complaint which attacked my forearms, elbows and scalp and back of neck. It sapped my moral fibre and robbed me of sleep. It did not clear up until I finally finished messing with G.R.P. and resins. More than once I wanted to give up and buy a motor caravan. Living aboard whilst refitting can be particularly wearing since you cannot gain much respite from the self inflicted pressure which results. I often begged to have my favourite toy back, our aeroplane which I rebuilt from a wreck purchased from insurance loss adjusters. Snag is with aircraft, you cannot live aboard. It must be said however that the rebuilding of it was much easier, for parameters and specifications are very clearly defined. There is therefore, no guesswork! An authorised inspector monitors work as it progresses and a type approved test pilot checks the flight characteristics.

However here we were at last, the sea trials and snagging stage, now we would find out! We initially planned to motor to a nearby anchorage to find what problems there would be and hopefully rectify them. So it was with some considerable trepidation that lines were cast off ashore and AKU-AKU moved away from the berth at Dell Quay where she had lain for so long. To be continued next month.

We are not responsible for any loss or damage caused by any alterations or modifications from your boats original design.
All mods that appear in this news letter are done by owners who may or may not be qualified marine engineers.



ONE DAY AT A TIME

By Ray Astle (BOB 8.64)

We trusted the Micra again and on 16th May travelled south by way of Portsmouth and ferry "Pride of Bilbao" to Bilbao, across Spain, mainly on the motorway, which has excessive tolls, but light traffic. Stayed overnight in Lleida, arrived Barcelona at noon. (*We got lost leaving Bilbao and entering Barcelona*).



Barcelona viewed from the pontoon

This allowed an afternoon and evening to find old friends in the Marina and have a meal before catching the overnight Transmed Ferry to Mahon where we disembarked at 0800 on 20th May. This was an easy trip as we shared the driving and much of the time was a mini cruise on the two ferries.

**Straycat had wintered well in Puerto Addaya,
Far more fortunate than the two pictured in nearby Pollenca see
February B.C.C.A. newsletter & now Yachting Monthly May 2002**



The friendly little marina that has become like a home port to us. Launching was by old tractor and trolley with extension planks, all handled with finesse by Tolo, the marina manager.

During June and July day sailed on *Straycat* or friends boats, often on "*Andiamos Jacquiline*" with Les, or took our tender, a Bombard AX3000 round to the next Cala (Macaret) for a coffee or ice cream and a swim. The car has made shopping easy, especially visits to the supermarket (SYPS) and Mahon where most streets are narrow. The views over the harbour, historic buildings the Plasas, cafe Bars, climate are all marvellous.

We had a problem with our log that was cured by express post to and from the U.K. I devised a very simple transom mounting for our tender. It was to be a trial prior to making davits - It has been so satisfactory that we were still using it in September.

On 26 July we sailed in company with "*AT*" round the north coast of Menorca, stayed overnight in Cala AJgayevers en route to Pollensa., We had a very good sail across the straits, forging ahead of "*AJ*" but losing leeway. We arrived at the anchorage in Puerto Pollensa at the same time. During 10 days here, the wind rose to f 7, with hail, thunder and rain. We were swung right round on our anchor 3 times in 30 hours. The anchor held fast and the weather changed back to its usual good to very good. Jean did some good hill walking with a group led by a girl from an American boat that was also on anchor!

We met SKYCAT again and ZEFIER, a Dutch owned BOB 8. We did some short sails around the bay, plenty of swimming and deck lounging. On 8 August, our cruise moved onto Puerto Colom. This was a motor-sailing day and back to basic navigation, due to a GPS set up fault! *When passing a large bay, the headland bearings that I had taken, and the coast line I saw, did not match what I expected to see* by reference to the pilot book - that was very worrying. The isolated little harbour was not to be seen! I had an inspiration - look at "*Rough Guide to the Balearics*" and there was the answer. This little Puerto has recently been extended by miles of hotels and apartments!

We dropped anchor in a quiet comer of Cala Colom in the late afternoon and watched a regatta of small traditional boats. We were visited by the Harbour Master's launch and asked to present our ship's papers and passports at the Harbour Office at 11.00 prompt! We complied, paid a small fee and found very good free showers available to visiting yachts. That was a much better result than we expected, bearing in mind the tone of the original visit.

We stayed a couple of days then carried on south and round the comer to Puerto Campos and just past Pta Plana before meandering back to Puerto Pinos ready for a dawn start on 15 May, back to Mahon. We passed between Isla del Aire and mainland Menorca before anchoring in the popular Cala Teulera, where we have stayed several times. Teulera is a sheltered anchorage within the main Cala Mahon.

It is 10 - 20 min. by tender from the shops and Mahon.

There were two Australian crews in the Cala, so as you may expect, they organised a BBQ on the beach. It was a lively multi national affair during which we heard news of our friend off "*Tabby*" - they are now settled in S. Spain. We finally returned to Addaya on 20th August.

The rest of the summer was spent day sailing on our boat and others. With Les, we organised a "*pirate raid*" to amuse five children and twelve adult pirates. *Straycat* looks very smart flying a large Skull and Crossbones!



**Would you by a boat
From this fine
upstanding Gentleman**



Straycat at anchor in Pollenca



**Happy days
Downhill sailing.**

Large functions always centre round catamarans. It was not a very sober afternoon! Two of the pirates have recently bought a Bobcat 8m. We sailed when the weather was just right and used the car when it was not. We are getting soft!

Way back in Aigues Mortes (June 97) when I had the brief ulcer problem, I was persuaded to put *Straycat* up for sale. Some fifteen months later John Goodman visited and sailed with us. John was not ready to retire and I had lost the urge to sell (*it was never strong*). So we agreed to review the position next year. life goes on! Still in the sun! *Straycat* was lifted out and winterized before we left for home by Ro Ro Ferry on 15 September. We were home in N. Wales after a smooth trip on 19th September .

May 1999 This way of life is becoming an easy routine. Not quite! This year our bit of excitement was forgetting passports! We were able to talk our way onto the ferry, *Pride of Bilbao* again, but we were warned that we may have to return on the same boat. This detracted from the enjoyment of the crossing somewhat. At Bilbao we were directed to wait by the security office. After a worrying half hour, followed by a few questions from the Passport Officer, and a consultation with his superior, they let us into Spain. .

We used the Volvo this time, so the whole drive south was effortless.

An epoxy/glassjob on *Straycat* was completed quickly with Les' help and by 28 May we were rigged, equipment tested, and ready for launching. We had already had our first swim and found the Volvo hopeless around Mahon. The parking spaces are too short and the streets too narrow!

During the summer we had friends and family from the UK to visit. We have made friends ashore, sailed into all our favourite bays and some others new to us. We have not travelled many miles yet, in terms of "days of pleasure" we had had a wonderful journey and come a very long way.

In Adday on 13 September,

John and Anne Goodman took complete command of BOB 8.64.

I know they will enjoy sailing her and continue to improve this lovely old boat.

January.....My family keep showing me the "Small Ads" in **Practical Boat Owner!**



The case of replacing Ed Tamara's 10 Meter key.

The problem of trying to find the manufacturer and get a blank key for an American 10mtr.Catalac has been solved from this side of the pond by another Ed. 10mtr. Owner.

Many thanks for your help & assistance, it just goes to prove as we all know

Two 'E'D,s are better than one.

M.O.C.R.A. 2002 CRUISING PROGRAMME:

Cork Week –

Leaving Plymouth on 10th July & Falmouth on 11th July - returning weekend of 20th -21st.

Brittany Week-

starting Plymouth & Falmouth around 3rd August headed for L'Aberwrac'h

The Heavenly Twins cruise is same week to Cherbourg.

Dieppe –

first Bank holiday weekend - no one has yet committed themselves to this.

Weymouth –

September - provisionally second week in September to coincide with Weymouth Speed Week

Various other dates –

>>>>>ALL BOBCAT AND CATALAC MEMBERS WELCOME TO JOIN IN<<<<<<

Contact: **Mike Millerchip**, 2 Rushmere Cottages, Millbridge, Frensham, Surrey, GU10 3DF.

Or E.Mail: mocra@min.invitanet.co.uk

For Sale in Chichester Harbour Freehold "C" class swinging mooring.

£900.00. o.n.o.

200Yds. From shore by Thornham Marina. £70.00 Per annum Harbour dues

Contact June or Rick 0208.643 5228 or e-mail: iune.rick@htonenworld.com



The Ahart Odyssey

Chapter Two

Sailbad

When the winds are favorable, the sky is clear and the seas are friendly, it is next to impossible for sailors to sit at anchor . Thus we found ourselves on 22 October 1999 off Carrabelle, Florida. We both just finished a bodacious fried oyster lunch and were feeling quite content with the world, and would have taken a nap, but we had friends to visit in Punta Gorda, Florida and we felt we should take advantage of this good weather. So, we raised the anchor and the sails and set course for Tarpon, Florida, which would be a good way-stop on journey to Punta Gorda.

The wind was out of the Northwest at 15 to 20 knots and we would be sailing Southeast This put the wind at our back. which sounds perfect, but it is really not the best point of sail because it is not easy to keep both the main sail and the jib (the sail in the front of the boat) working at the same time. If the main is swung out on the same side of the boat as the jib, it tends to block wind for the jib and consequently the jib flops and flaps or in sailor talk, it luffs. The bottom line is, it doesn't contribute much to the sailing effort. The alternative is to swing the jib and the main on opposite sides of the boat. This is called wing and wing sailing. It looks neat and works pretty good until the wind shifts a little or the helmsman allows the boat to get a little off course and then both sails tend to luff. And in a worst-case scenario, the main will swing unintentionally from one side of the boat to the other, The main is attached to the boom, which is the horizontal pole (spar in sailor parlance) and the boom can cause real harm if anything is in its way when it swings rapidly . So, an accidentally jibe or swing of the boom is not a good thing. Add to this, the tendency of any boat that is going directly with the wind to wallow a bit as the swells are either overtaken or the swells overtake the boat you have a point of sail that requires diligence on the part of the crew - especialy the helmsperson. We knew it would be a challenge, but we decided it was time to become real sailors and do it! So off we went on a leg of our voyage that would take us 180 miles and about 36 hours to complete. *There is absolutely no sunset more beautiful than one at sea We were out of sight of land by evening and witnessed one of those sunsets that dreams are made of.* The sun just got bigger and redder until it finally sank below the horizon in a rainbow of colors fading from orange to purple. There are times, I am told, that a green flash can be seen just as the sun slips below the horizon if the air is clear enough and other mysterious conditions are just right We have never seen the phenomenon, but otherwise sober sailors swear that it is true. We will keep looking.

We plan an average speed of 5 knots for this leg, which is our usual torrid pace for winds in the 15-knot range. However, as the evening progressed, the winds get stronger. They peaked at about 25 knots, so we furled the jib. It rolls up on a roller at the front of the boat That made it easier to steer even though at first we slowed down a bit. But we gained velocity, as the sea swells got bigger and more consistently spaced. Waves are determined by many factors, not the least of which is water depth. Short, steep or usually choppy waves are found in shallow water close to the shore, but as the water deepens, the ocean swells are encountered. (kean swells, at least when the wind is at 25 knots or below, are really very pleasant The waves are not steep although they can build to impressive heights. By dawn, we could see clearly that we were sailing in swells of six to eight feet from crest to trough. Soon the swells were going in the same direction we were, but moving faster than we were, they would overtake us.

We would gently rise up and then glide down to the next trough until the next wave lifted us again. During the night, when we were sailing very smoothly, our speed peaked at 9.6 knots, very good for us. The only trouble was that sailing in these conditions, with a crew of two meant that we were steering for one hour and resting for one hour. It wasn't really hard work, but it required attention. By breakfast we were tired and changed our course to Tarpon Springs, which is North of our planned destination by about 40 miles. This change would allow us to get close to shore and anchor before dark. We arrived at Anclote Key, outside Tarpon Springs at dusk. Using our radar, GPS, and depth finder, we were able to tuck in behind the key in a relatively quiet spot out of the wind for the night.

The next day was Sunday, October 24. It was a very pretty day, but the wind was still blowing at 20 to 25 knots. Since the Intra coastal Waterway started again about a mile from where we were anchored, we decided to stay in the waterway, Motoring is not as enjoyable as sailing because it is noisier and one feels more like a vessel driver than a sailor, but the upside is that the scenery varies more. In this case we had lots of beautiful homes and beautiful boats to look at. By 2:00 p.m, we were in Clearwater and decided to stop for the day. Being Sunday, the water was full of pleasure craft of all types and we reasoned we would enjoy just watching all the activity from our front row seats on "Sojourner." Besides, it was easier on the nerves than dodging all the trippers in their speedboats. We found a nice anchorage in a bay just off the waterway and set up our chairs on the deck to relax and have some refreshments. The bay we were in was quite large and provided plenty of room for a variety of waterborne activities. There were paragliders, sailors in all kinds of boats, even a regatta from a local yacht club. It wasn't long before a dolphin sight seeing cruise boat full of tourists motored by. They came so close to us that the captain yelled over to ask us if we had seen any dolphin. Jan pointed one direction and I pointed the other. That got a few yuks from the tourists, most of whom waved to us, but the captain muttered something about refreshments clouding our judgment, so they motored off. It was a delightful afternoon and we enjoyed another wonderful sunset. Monday morning, we sailed out under a new bridge that was 75 feet tall and into the open Gulf. The winds had moderated to about 15 knots and were now out of the Northeast and we would be sailing South, so it provided a great sail for us. At times we made 7 knots, which pleased us a great deal. "Sojourner" is a rather stout boat as catamarans go, having been designed in England for the North Sea. According to our owner's manual, she weighed 9 tons when built. Equipped as she is loaded with all our provisions, we estimate her weight at closer to 10 tons. Consequently, she isn't the fastest boat around. but she is very stable and trustworthy. We felt good about that. When we were looking for a catamaran, we wanted a blue water one, which meant one that is designed and rigged for ocean voyaging. Don't know if we will ever cross an ocean, but it is nice to know that she is capable of doing so. The first owner (we are the fourth owners) sailed her from England to Florida, by way of Trinidad. He left all of his charts aboard, so we know the routes he took. We sailed all day in delightful conditions with lots of porpoise following us from time to time.

The only problem was dodging crab floats. Water depth off the Westem coast of Florida is much like it is on the Alabama Coast. It is relatively shallow for several miles offshore. And conditions are very conducive to large crab populations. Consequently, there are many crabbers (I guess that's what they're called) who place large wooden traps on the sea floor with ~ leading up to Styrofoam floats so they can be found. The traps and consequent floats are located in long rows. Each crabber has different coloured floats and sometimes as many as 20 or more floats may be seen in long straight lines. Sometimes, due to waves, it is difficult to see the floats. Naturally, if one is unlucky or careless enough to get too close to a float, the rope connecting it to the trap may get tangled on a propeller. One minute we were sailing serenely along and the next minute we suddenly slowed down.

A quick glance aft showed a sizable crab trap was in tow. Nothing to do but drop the sails, come to a stop, don the snorkel gear and go over the side to untangle the mess. I was better at untangling the mess the second time. I felt like a Navy seal with knife in hand a serious mission to accomplish. You wouldn't believe how fast and how many times a rope can get tangled around a propeller. I guess it's a hazard the crabbers take into account. Maybe it's a tax deduction for them. We entered a harbour for the night just North of Tampa called Pass-A-Grille. We anchored for the night just off the pier of a small mansion that had a for sale sign in front of it. The anchorage was very nice with the exception of all the powerboats that would zoom by. "Sojourner" is very stable and rocks very little from their wakes, but after a while it got a little annoying. However, one can't have perfect conditions all the time. On the plus side, we were enjoying beautiful weather and so far our trip had been just great.

Stay tuned.