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# Bobcat & Catalac

**Founder: MARY LACK**



## Cruising Association

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NOVEMBER 2002

**Hello Fellow Bobcat & Catalac Friends**



Where does the time go? Another year almost gone, it doesn't seem possible, it will soon be Christmas. We enjoyed the Southampton boat show and purchased some new front hatches for 'Think Again' and a new Almanac, in readiness for next season. Here in the UK it is time to think about the **Winter**. The temperature has started to drop with low pressure dominating and its getting wet & windy. Time to think about moving to a winter mooring or having the boat lifted out, also sorting out the jobs that need to be done. Engines serviced, water tanks sterilized, batteries cleaned, checked & charged ( the 3 C's ) and don't forget the sails.

Before we start on 'Think Again' we are taking our granddaughter to Cyprus for a week. She is taking part in a Marshal Arts Summer Camp and is also preparing to take her Black Belt. We are going along as chaperons. That reminds me, I must ask Peter which Catalacs are in Cyprus, we may be able to look them up whilst over there.

I have been working on a web site for the Association and I hope to give you the web address next month . Don't forget the American web site on [www.catalac.net](http://www.catalac.net)

**In January, during the run of the London Boat Show, we shall have our annual dinner in London. For any new owners, this has been a regular venue for the BCCA over many years. Scoffs restaurant is in the Knightsbridge area of London close to Olympia, with shops, theatres, and plenty of hotels if you require accommodation. I hope we shall see very many of you there. Please come along and we will make you feel welcome and you WILL make new friends with others who have at least one interest in common. Dress is informal and the meal inexpensive, only the company is above average! but you must buy your own liquid refreshment! Please let us know if you would like to come.**

**The date chosen is Friday 10<sup>th</sup> January 2003. ....Tickets will cost you £22 each.**

**Starters:**

**Smoked salmon with scrambled eggs.**

**Three coloured salad**

**Pate of the house**

**Main course:**

**Veal chop in mustard sauce**

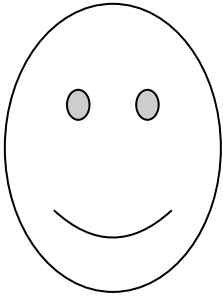
**Breast of chicken deepfried and filled with spinach and cheese**

**Monkfish provencale**

**Desert:**

**Tiramisu**

**Fresh fruit salad**



## WELCOME TO NEW MEMBER

Peter DENNIS

615 Lightwood Rd. Stoke-on-Trent ST3 7HQ

CL.12.27 “DRAGON SLAYER”

**Best Wishes Bob Freeman**

### **The Ahart Odyssey**

**By Dan & Jan aboard “Sojourner CL.12.10”**

### **Chapter Three**

“We avoid pure idleness and brooding, knowing the dangers of both in forced confinement. It is healthier and much more amusing to reflect on other vessels, other crews, and other times, and try to discover why it is in this day and age that any person supposedly possessed of his wits will insist on moving from one place to another under sail.” That quote was from “Song of the Sirens,” by Ernie K. Gann. Mr. Gann is one of my favorite authors. He was at one time an airline pilot, a commercial fisherman, renowned sailor and best selling author. Perhaps his most famous book was, “The High and The Mighty,” a story about an airline flight from Hawaii to San Francisco, which became a movie by the same name starring John Wayne. The movie score, by Dimitri Tiompkin also became a hit on the pop music charts in the 1950s.

But, back to the story. Mr. Gann was exactly right. Being forced to sit in a marina or harbor and wait for better weather, or in our case, parts for a reluctant water maker can try one’s patience. Since leaving Pass-A-Grille, we have been in the St. Petersburg area now for almost three weeks. To occupy the time, we have been to several marinas talking to various experts about the various systems on *Sojourner*. Our goal has been to get all systems working and gain understanding about how they work and what to do if they don’t work. She’s a complex boat and before we undertake any prolonged voyage, we want to be comfortable with all her systems and capabilities. Our approach takes time, but it seems to work and we have met many very nice people. One of the frustrations of waiting in this area is that there are so many boat shows going on all the time that the various suppliers are often unavailable because they are manning booths at some boat show trying to sell new products. Of course we attended the sailboat show ourselves, so we can’t complain too much. But we are getting tired of waiting for busy repairmen, who are difficult to reach by phone, who, when they do come and look, always need to order some arcane part that takes more time to arrive. However, we make them educate us as they work, so we can make the repairs ourselves the next time.

An unexpected bonus of visiting many marinas and anchorages (safe places to anchor in bays and coves) is the opportunity to observe manatees. These big, slow and friendly creatures are still an endangered species, but we are told they are more numerous now than a few years ago. Believe it or not one or two have even visited Dog River in Mobile, Alabama recently. There are signs along most of the waterways in Florida warning boaters to slow down around known manatee habitat. We have seen several manatees. Some have been quite close to us. Some seem to take up residence in certain marinas and the locals get to know them by sight and even give them names. Manatees need fresh water to drink, so even though they can live and swim in salt and brackish water, they must visit rivers from time to time to obtain fresh water. We were shown photos of manatee being fed fresh water from a garden hose. They sucked on the hose as a baby would a bottle. Apparently, manatee can detect fresh water from some distance, so leaving a water hose with fresh water running in a saltwater marina attracts them and eventually they become very tame. Their movements are agonizingly slow. They remind me of a waterborne sloth. And they are not particularly attractive, but they are interesting and everyone we have met seems to care a great

deal about their welfare. Most of the time they are very shy, surfacing for a breath of air and then disappearing again, but if the water is clean enough they can be seen feeding on grasses or just sleeping a few feet under water.

One interesting thing about boats that have traveled far and wide as *Sojourner* has, is that an interesting mix of parts accumulate here and there. I'm sure it is born of necessity in that when one needs repairs or parts in a faraway place like say, Timbuktu, one takes what one can get. Any old part in a storm as the saying goes. As a result, many boats like *Sojourner*, have both metric and inch sized parts. So, we carry tools in both metric and inch sizes. We also find an interesting mix of different threads on bolts and fittings, so we have taps and dies with us so we can create whatever thread we need for the occasion. It makes life interesting.

So, we are waiting for a new boost pump for our water maker. We have heard from many sources that fresh water is not given away in the Bahamas and many Caribbean islands as it is here in the states. In fact, we have heard that potable water can cost anywhere from 50 cents to two dollars a gallon in the Bahamas. The problem is that there is precious little natural fresh water on most islands, so water is usually made or transported in. However, technology has allowed cruisers like us to obtain equipment that will convert salt water to fresh water. The process is called reverse osmosis and it works very well, but it is somewhat complicated. Our system requires two pumps. A boost pump and a high pressure pump. The former was inoperative, so we are waiting for an acceptable replacement. The pump is due tomorrow, so we should be on our way the next day.

Speaking of potable water, gives me an opportunity to talk about the changes one must accept in moving from land to cruising on a sailboat, or any boat for that matter. It requires certain behavioral changes if any degree of success is to be achieved. The changes include the use of lights, refrigeration, water, toilets and handling of trash. Lets begin with lights and refrigeration. Unlike the unlimited electricity available on land, boaters use batteries for electrical energy. Granted, the engine, or engines can recharge the batteries and most live aboard cruisers also have diesel or gas generators or photo voltaic cells or wind generators to recharge batteries. But conservation is still a necessity. Lights must be used on an as needed basis, and shut off promptly when not needed. Refrigeration, if it is electric as opposed to propane, can use a lot of electricity. Most live aboards eventually develop a routine, which results in ample battery power by running a generator or the engines about two hours each day. The alternative is go to a marina, pay a daily fee and plug into shore power.

Fresh water is always a concern. One must not waste it. We carry two built in 60 imperial gallon water tanks (there is an example of non-American measurements), plus emergency containers with an additional 10 U.S. gallons. By the way, an imperial gallon is equal to 1.2 U.S. gallons, so our built in tanks hold 72 U.S. gallons each for a total of 144 U.S. gallons. That may sound like a lot, but a person can go through 5 gallons per day very easily. To conserve water we wash with salt water and rinse with fresh water. Water used for washing and cooking averages about four gallons per person per day. The balance of our water use is for drinking. Compared to other sailors we have talked to, our water consumption is high. But we like to shower every day. To give us variety with our drinking water, we use a lot of powdered drinks like Tang and Country Time Lemonade. So, by limiting ourselves to 5 gallons each per day, we have about 14 days fresh water supply. Hence, we have a keen interest in being able to make our own fresh water.

Toilets use whatever water we are floating in for supply. The wastewater must go into holding tanks that are either flushed at sea when we are over three miles out or are emptied in pump out stations just like RVs. That becomes a concern also, because a holding tank will only hold so much and one must plan ahead for proper disposal. Trash disposal is also an interesting subject. By international convention, no plastics of any type are ever permitted to be thrown overboard anywhere, period. Plastics just do not biodegrade and must be disposed of ashore. Other items can be disposed of at varying distances from land, but the bottom line is that a lot of plastic accumulates on a boat and must be taken ashore for disposal. Try buying anything in a store that doesn't come in plastic and you will begin to appreciate the problem. Fortunately, most all marinas have pump out stations and trash disposal facilities.

So far, the boaters we have encountered take wastewater and trash disposal very seriously. No one wants to pollute the environment and besides, all the coastal states have police that patrol in boats

to enforce the law and off shore the Coast Guard enforces the law. By the way, unlike police on the streets, the U.S. Coast Guard has Constitutional authority to board any boat at any time for any reason. They don't need probable cause or a search warrant. We have never been stopped by the Coast Guard, but we always give them a friendly wave when we see them. We have been stopped twice, but never boarded by marine police, who enquired as to our registration and required safety equipment such as life preservers and fire extinguishers. All in all, I like having the law around.

Our next destination will be Key West and the Dry Tortugas, which are islands that lie about 55 miles Southwest of Key West and are the home of Fort Jefferson. Our trip there will be the subject of the next chapter. Stay tuned.

## **From the desk of Judy and Paul Thompson**

### **`Squib` CL.9.200**

Port d'hivernada, Sa Colarsega s/n

07701 Mahon, Menorca, Spain

**Winter 2001**

### ***NEVER A DULL MOMENT!***

It doesn't seem possible it's November and winter is here again, where did the summer go to?

As you can see by our address our master plan to head for Sardinia after Menorca went its usual pear shape, after a very eventful few weeks in the summer which left us with very little choice, but no problemo we can wait..

On our arrival to Menorca in July after an uneventful crossing from Mallorca we anchored in the busy port of Ciutadela on the western side of this small (just 26 miles long by 11 miles wide) intimate island. We tucked ourselves just inside a small cala near the approach to the port and settled down to watch the world and the gigantic ferries (surely there's not enough room for that to go through there) plough up and down the harbour seemingly within inches of us. They sucked us towards them and spat us back out like a good wine taster. A young lone comorant also watched with interest from a nearby rock.

Len and Gill on Lady Bear were also sailing across from Mallorca and were due to arrive later so meanwhile we got talking to a neighbouring French couple who were living aboard with their young family, a boy of 6 and a girl of 4, who they were educating along the way. Enroute to Ciutadela that day they had caught an enormous tuna and wanted us to help them eat it, "mai oui if you insist!" The steaks they offered us were 9 inches in diameter – must have been a big one!

We launched the dinghy to go into town to stock up with provisions and buy something to accompany the tuna planned for the BBQ when Len and Gill arrived. This done we sat down to enjoy a cool beer in a café. Whilst cooling under the shade of the enormous parasol we had a text message from Len and Gill telling us not to worry about supper tonight as they had just caught 3 tunas! We couldn't spoil their euphoria. We said nothing, but smiled to ourselves. That evening we had a superb meal of barbequed tuna, enough to feed the whole of Menorca.

We were so glad we got the BBQ in because the next day we had a storm and it rained. And it rained and it rained –stair rods so torrential that we collected 50 litres of much needed water in an hour and a half in buckets strategically placed on the decks, now we could have a shower and wash some clothes!

Our week in Ciutadela was spent exploring the town and its many fascinating sights and considering our engine problem *still sitting on the back burner*. The only engineer we found in the port was booked solid for the next few weeks so we decided it would have to wait until we got to Mahon. So before the grass started to grow under our hulls *Squib* and *Lady Bear* set sail to investigate the many calas on the north of the island en route to Mahon our jumping off point to Sardinia.

We found a stunning cala not very far away called Fontanelles where we wasted no time in dropping anchor in the crystal clear waters and diving over the side to cool off. Shortly after whilst ealizedg and checking the anchor, we could see we had moored in a small valley which was home to an incredible array of fish, thousands of them all shapes, sizes and colours dodging in and around the swaying plant life.

Much later we could see on our weather Navtex that the weather was due to deteriorate over the next few days so we thought it prudent to move the next day to the adjacent cala which appeared more sheltered.

Cala de Algayerens was yet another gorgeous cala surrounded by rocks with a white sandy beach with a nearby very overgrown lagoon. We all went for a walk to explore, but unfortunately found very little access to the lagoon though peering through the undergrowth we could see much in the way of wildlife including a colony of terrapins ducking and diving and basking in the warm sunshine. A walk along the beach was revealing, as nudity seemed to be the 'undress' code and feeling somewhat overdressed in our trunks and bikini bottoms, we instead went in search of a natural spring mentioned in our pilot book. We searched and searched and concluded the book must be wrong or it had dried up as it was nowhere to be found.

Back on the boats and we got together for the obligatory G and T's and to discuss the weather forecast -NE F5/6. Shouldn't present any problems as we were neatly tucked

Away in a sheltered corner The following day brought sunshine with a southerly F3/4 breeze which freshened by Midday and became cyclonic possibly due to the surrounding rocks. Around 1 pm we noticed a enormous black wall heading our way and battened down the hatches and braced ourselves for a squall. And a squall we had. The wind increased to a F7 with gusts of F9/10 and remained cyclonic. What ealized to the NE F5/6?! We had plenty of anchor chain out so we thought we should be ok except those rocks looked awful close! Paul decided to start the engines to keep us off them until the squall passed, which it did after about a half an hour. The port engine wanting to be in on the action decided to throw a tantrum and overheated The wind dropped to a F6, but the sea by now was not happy and huge rollers were being thrown into the cala. *Lady Bear* near us and closer to the beach, was rocking and rolling with the effects too. It wasn't long before we had phase 2 and the second squall came this time lasting for the rest of the day.

With the wind back up to a steady force 7 gusting 8/9 and northwesterly heading straight into the cala, Paul fired the starboard engine once again, the port one was still not right. Suddenly as a result of the constant snatching our anchor strop broke away snapping a heavy duty stainless steel snap-shackle completely so that we were just holding on the windlass (winch) -this was not a good idea! The conditions were rough and a repair risky although we had by now donned our lifejackets. We checked to see how *Lady Bear* was faring and saw their dinghy, which was attached to their stern by its painter, airborne and whirling around and around in mid air like a kite! Seconds later their anchor strop broke and Len called us on his VHF to say his ealiz post had been ripped out when the strop broke and the remainder of chain in the locker had gone with it. Fortunately it was still attached to the boat, but with all the chain out they were now closer to the shore and touching bottom. The steering mechanism then broke and they lost steerage. They had also thought it prudent to have the engine on to keep them into the swell, but this proved fruitless when the kedge anchor warp wrapped itself around the prop. They were in trouble. We agreed they should send a **pan pan** message for assistance. Radio Menorca said a lifeboat would be with them

soon, but sea conditions were such that they would have to take the longer southern route around the island to reach them.

Meanwhile back at the ranch *Squib* was beginning to resemble a war zone down below with goods and chattels which normally stay put being hurled in every direction. The wind had now increased to force 10, but Paul had somehow managed to put a jury stop on the anchor. We thought of ways to help *Lady Bear* and tried floating a line on a fender to them, but that just wrapped itself around our starboard prop. Meaning we now had no engine power at all! Over the radio we heard one-way conversations between *Lady Bear* and Menorca Radio, it seemed they had lost radio contact with each other so we used ours to relay messages to them until we also lost contact.

It was decision time.

With no engines any attempt to leave the cala would be difficult although this is what our instincts screamed at us; to run *Squib* onto the beach would have been also impossible even if the engines were okay as it shelved and the waves were too fierce; abandon ship? –the rules are you always step on a liferaft and we wasn't sinking yet! In any case we couldn't desert her and leave her to the mercy of the sea. So with nothing ventured, nothing gained Paul told me to put the starboard engine in reverse while he pulled the line around the prop. Using every ounce of his strength he thankfully succeeded in releasing it. Now we had one engine, which would help us stay bows into the waves and slightly more comfortable. In the background we could hear Len trying to speak to the rescue boat and failing –we couldn't just abandon them. We suddenly remembered we had a mobile –why hadn't we thought of that before! And so with the messages going back and forth (including a suggestion from Menorca radio that they could send a helicopter if necessary!). The wind was howling like crazy, the sea whipping us around like a cork, but we somehow managed to remain sane for the next 4 hours while we waited for the rescue boat to arrive. When it did the wind dropped to a F6/7 and the sun came out –sods law!

*Lady Bear* by now was in a sorry state and their dinghy had long since abandoned ship, lines were flying everywhere and they were dangerously close to the shore. We were all mentally drained. On *Squib* water had come in on a wave soaking the heads walls and floor, and a 'grab bag' had been filled with essentials just in case. We watched an hour and a half long operation to attach a tow rope to *Lady Bear* (there wasn't much left to tie it to) before being towed out to sea and then west to the port of Cuitadela. During the rescue we had to decide what we should do and although the wind had dropped somewhat the sea state remained the same. We decided to make a dash for it. So throwing caution to the wind and firing up the sick port engine and Paul again using every ounce of his strength to weigh the anchor (yes it was heavy and well dug in!) we followed the entourage out of the cala, but instead of heading west with them and into a headwind, we put up a hankerchief size piece of genoa out and headed east to Fornells and watched as our 'security blanket' (the lifeboat) headed in the opposite direction.

In the open sea however, we both felt instantly safer than we had done all day.

By this time it was approaching 8.30pm and we knew darkness would descend soon. The huge waves were on our port beam and pushed us constantly towards the rocks, so the 13 mile journey to Fornells was a difficult one. On arrival confusion ensued when my addled brain could not take in the information in the pilot book and by the time we had realized we should be looking for leading lights in the harbour, we had gone a couple of miles past and it took another hour to go back and find them. Slowly we entered the port of Fornells and made our way into calmer waters and dropped anchor at 12.25 and heaved a sigh of relief that we were still alive. *All part of the adventure!*

Down below we attempted to sort out the devastation, but then remembered that we hadn't eaten since morning and were suddenly hungry! So after bread and soup, we just fell into bed exhausted. In the morning the mopping up began and damage surveyed. The windlass was still intact surprisingly, the heads was very wet but not too much damage. We had escaped lightly.



Once we had ploughed through the devastation down below and got reasonably ship-shape, I unpacked the 'grab bag' and found that in my panic, I had filled it with the most extraordinary things like rice pudding and grated cheese! Think I must have lost the plot somewhere along the way!

*Lady Bear* on the other hand was not so lucky as we found out a few days later. After chilling out and exploring the town of Fornells, we took a bus to Ciutadela to see a still traumatised Len and Gill. They had had a bad time being towed because soon after leaving the cala they had quickly realised they were taking in water and whilst their bilge pumps worked for a while, they along with most of their other equipment had given up the ghost. The hand pump was put into action but that also packed up leaving them no alternative but to bale out with a bucket. Moving along at a snail's pace they began to notice a change in the motion and eventually looked up from their baling to find that the tow rope had snapped and they started thinking they would have to swim for it! It took four attempts to get another line aboard. They eventually arrived safely in Ciutadela, but their five hour journey had been a nightmare.

Unfortunately their nightmare didn't end there. When they gave the lifeboat men their insurance details, because it seems they are a private enterprise and not voluntary and free as in the UK, they thought that was a end to the matter. Wrong! A few days later the Guardia Civil (police) arrived to impound the boat for non payment of the bill –just a mere 70,000pts (£2800)!!!

Thank God they didn't have the helicopter! A few phone calls sorted it out thank God, but didn't do much for their nerves. The haul out also had some surprises in store for not only had they lost their rudder, but also a part of their keel.

We also had a surprise in store. When we arrived back in Fornells after visiting them we had dragged anchor and were about 100 metres from where we were that morning. We had been there for 4 days in very windy conditions already and hadn't moved an inch! Can things get any worse?!

To be continued next month!!!

**We are going to join Derek xyz on their 9Mtr. "WANDERLUST" as they continue with their shakedown cruise to the Bahamas.**



*Well hurricane season is comming to an end and we are getting the boat ready to head east. Havn't been sending out to many e-mail as the service in Luperon was so slow and had I pretty much gave up trying to use it.*

*Things have moved along slowly here at D.R. pace and we are both ready to be moving on to Puerto Rico and a change of seanery. This is a very beautiful country with really friendly people but we spent 7 months here last time and it was pretty much a review. Luperon is very limited as to activities to do. We have a much older average age in the harbour this time as compared to the last time we were here and it made a differance.*

*I'm starting to wonder if GPS is really a good thing after talking to some of the people who made it this far. There really are quite a few people here that are quite clueless and it's a wonder they managed to make it this far. I don't know how many times I have heard about night time entrances and exits thru reefs because they have GPS and computer chart programs.*

*Course there where quite a few spare parts availible at Clearance town long island. Thanks to a power boat that tried the night entrance there, you just had to dive down and pick up what you want!*

*Cant think of any great adventure tells for the last three months we have been here. We traveled thru the country by motor cycle some. We rented one for the whole time we where here and traveled around a fair bit with friends of ours who runs a marina here. Just enjoying the sights.*

*Well hope all is well and plan to be back in the states for a month around the holidays so hope to see people then . Until then everyone take care and Blue Skys.*

*Derek & Lori*

*SV Wanderlust*

>>>>>>>>>> **Catalacs For Sale** <<<<<<<<<<<<<<

**“Therapeutic” CL. 9.235**

Little used 9m. built 1983 with twin diesels in excellent condition throughout.

**Equipment:** Sestral compass, Voyager log, Echosounder, & wind instrument, V.H.F. Lights cabin, tri, steaming, port /starboard & stern. Gas cooker 2 sinks & Baby Blake W.C. with spares.

**SAILS** main with slab reefing, No1 Genoa, No.2 Genoa, Rotostay, Cruising shute & snuffer (98)

**NEW 1998:** Standing rigging S/S.....2 x Yanmar 1gm 10 and 2 rev. counters & both 10 gallon fuel tanks both engines serviced July 2001 now done 45hrs. only.

**Extras:** 10kg. Bruce 6m. chain...15 & 25 lb. Danforth 5m. chain...SL electric windlass Serviced (2001) Radar Furuno 1621 mk2.... Furuno GPS 30/35....Autopilot Autohelm 4000. all new (98).

**NEW 2001:** 2 x 115 AH batteries ...steering cables ...Spinnaker pole...life lines..Lifebelt & holder...Jon Bouy..lifejackets & harnesses x 2...Boyancy aid...fire blanket.& 4 extinguishers..Coastal Flare pack & 2 x Whites... Boarding ladder warps & boathook  
Dinghy Lodestar 230 inflatable floor & keel Oct. 2001. engine Yamaha 2HP serviced Aug.2001

The hulls were epoxied Aug. 2001 then antifouled. We have also replaced the carpets curtains and cockpit cushions, dodgers and backscreen to wheelhouse, renewed wheelhouse windows and fitted lewmar hatches to both front cabins. We have had the boat surveyed in May 2001.

For more information **Contact Bob Stephenson Tel: UK. 01935 814173**

**1978 CATALAC 8.52 MARICAT**

Full Survey for insurance 1999.

**Standard Equipment:** Sestral compass, navico log, Echosounder, & wind instrument, V.H.F. Lights cabin, tri, steaming, port /starboard & stern.

Many extras including inmast reefing, mast steps, Roller genoa, s/s davits, anchour winch, GPS. Autopilot, s/s cooker with 4 burners oven & grill. Hot & cold water system to heads and galley. Enclosed cockpit cover.

Lying ashore Bournemouth. £20,000.00

For full inventory **Tel: :01202 773749 or email [P.Gimson@Bmthonline.net](mailto:P.Gimson@Bmthonline.net)**

>>>>>>>>>> **For Sale** <<<<<<<<<<<<<<

New Sail cover for 9meter catalac with winch pockets

Contact **John Lack** +44 1202 483 191



