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Bonjour

Fellow Bobcat and Catalac Friends every where,

Our trip through the French canals continue's, we have been through the largest lock at Fontinettes, and we have been pulled through the Riqueval Tunnel for 6 km not the best experience being pulled into the unknown, it takes nearly 2 hours and once the tow starts there is not much you can do about it, except try to control your boat the best you can. We then carried on down the St Quentin canal stopping as an when we felt like it, enjoying the French way of life along the canals. We ventured as far as Tergnier and then having confirmation of the Canal de la Somme being closed we decided to turn around and start retracing our trip back to Calais. There were quite a few places that we hadn't stopped at on the way down so the return trip would be slightly different, the first being at St Simon which was a lovely stop over and also a part of the Somme that we could venture into as far as Ham, a slightly over grown stretch of canal but with plenty of wildlife, it was well worth the visit. The second was into the Canal de Lens, where I saved the life of two pigeons ? one of the pigeons for one reason or another took a swim off of our pontoon and then the second one followed him in, I was able to retrieve the second one fairly quickly by reaching out from the pontoon but the other one had decided to traverse across to the other side of the canal so I had to launch the dinghy and go and fetch it, it had by this time got very water logged and I had to dry it and massage it for some time to get its circulation going then put it in a warm box in the warmth of the dog house over night, the next day after a little food and water, I took it ashore and launched it in to the air, it immediately flew around and landed back on the pontoon but eventually it flew off and hopefully they both returned home.

We now heard that the Canal du Calais was going to be closed for 3 or 4 weeks in August so rather than wait or go down the alternative route to Gravelines we motored on to get to Calais by the end of July. So returning to Calais we had the job of putting the mast back up and getting 'Think Again' ready for the sea.

Next month our return to Christchurch. Best wishes and good sailing to you all

Bob & Ann " Think Again " Calais

WELCOME TO NEW OWNERS

Barry Gisbourne of The Poppins, 72 Cove Rd. Fleet, Hants. GU51 2RN.

CL.8.179 "JAZZCAT OF BUCI" Moored at Hardway Marina Gosport.

AND WELCOME TO DEREK & LORI EVANS Sky5jump@hotmail.com We are going to join them be e.mail on their 9Mtr. "WANDERLUST"

with a shakedown cruise to the Sunny Bahamas

Thanks for the response Peter,

Sent a response back last week but believe I used an incorrect e-mail address. I have noticed a small improvement in performance since loading out the boat but the stern is digging in. What are sugar scoops? Take it, it's on the order of trim tabs?

I'm going to try and retension the inner stay and find out if that stiffens the forward deck some. I see know damage in the glass either below or above decks so hoping that's all it is.

We are load for gills right now with too much stuff on board and will need to lighten as we go. We are currently waiting on a nice weather window to head for the bahamas then on to dominican republic by the end of july to weather out hurricane season. There is a nice hole along the north coast that we have used before.

Courious to see what I think of the 9m, once we get into the carribbean. I have friends that say I won't like it but guess I'll find out. We have sailed the western carribbean in a mono hull and ran the islands back and forth in a trawler as far south as the dominican rep.

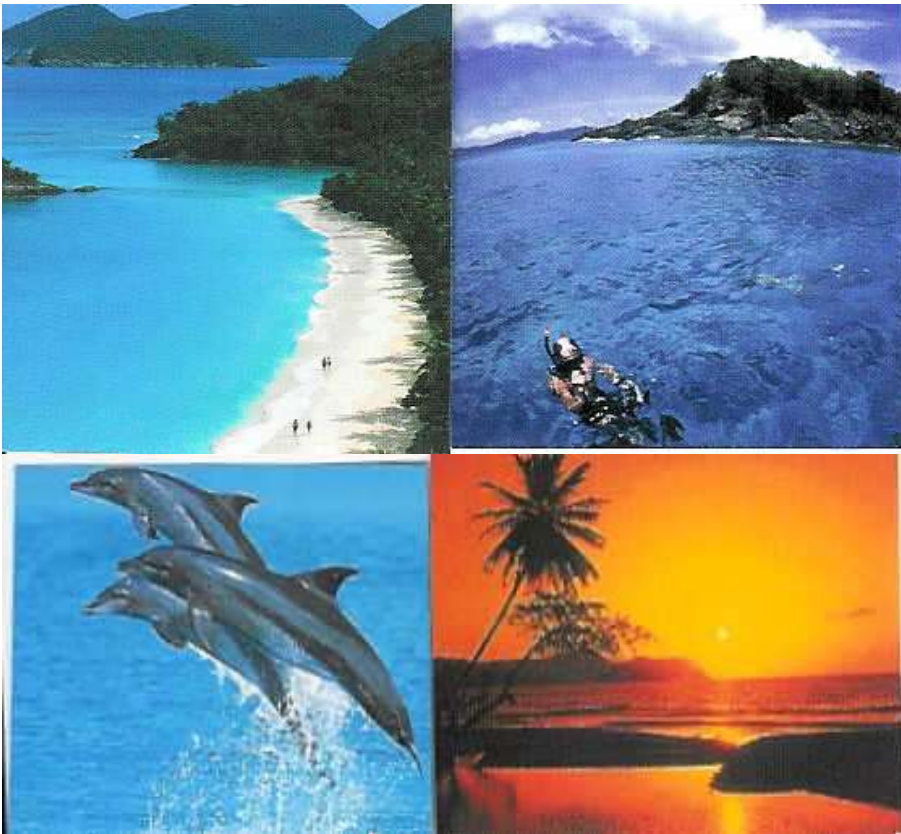
Will see how the cat fairs.

Well thaks again and would love to find out more about sugar scoops.

Thanks Derek Evans
S/V Wanderlust

Hello everyone,

Well we made to nassaue and are tring to get some parts for the outboard then on are way south again. The boat has been doing fine as this is are shake down cruise for it and everthing is working well.



We have found that a cat does not like to go to weather, but neither due we.

The wind has blown everyday from the wrong direction since we have been hear fro three weeks. We had two nice days in that time. Who would figure ? yea right ain't sailing a buetiful thing!!!!

We finally got the weather we wanted this morning and as I was picking up anchors I seen oil have from the lower unit on the outboard so it was back into the dock to go hunting parts. Of course the wind has gone S-SW today exactly what we needed to move on

Oh well what can you do besides have another rum and coke!!!!

The fishing was good the couple days we got out hooked some realy nice dolphin and one wahoo so we have benn eating well.

We nflatabl across the bank and down to Andros island for about a week or 10 days. The wind blew the whole time. we did get down to fresh creek but the wind was blowing from the wrong direction for the anchorage so we sailed out of there for nassaue last Friday.

We have found since we got here (about 24 hiours after we got here are new dingy isn't worth a crap. Not sea worthy at all so hopping to find someone with a nflatable who would like to trade if not guess we are stuck with it till Purto rico.

Well have to run my time is running out here will touch base when we get IP access again,.
Everyone take care and will talk to everyone whenb we get a chance.

Derek & Lori

Elliot, could you please send me an e-mail out of kemper so I have there e-mail address. Thanks

Kate we are headed your direction though think I will spend hurricane season in the DR. then in to PR in nov.

Will keep in touch.

By everyone

WE HAVE ARRIVED ALIVE

Well we are finally in the dominican rep. after three months of wind on the nose.

First off let me apolagize for all the spelling mistakes but I'm not going to bother checking as it hot as haddies in the office. This will be a genral gang letter to all and we will follow up with other letters soon as we now have e-mail assess

Well since the last time we found e-mail has been since nassau in the bahamas and now find ourselves in Luperon D.R. where we will stay to the end of hurricane season before moving on to the east.

After leaving nassue we worked are way down through the exuma at a snails base as the wind blew and blew and blew and blew some more. I'ts not suppose to be that windy in april/may but it was. Everything though was working fine on the boat so that was nice anyway.

We got down to george town in the exumas in the very end of may and work our way back and forth between the exumas and long island killing some time and tring to get phone call thru for some businness that Lori had to deal with.

While fishing in long island one weekend we ran into an old friend of ours that write the cruising guide passage south Bruce Van Sant. Sowe had a good yack on what was going on to the south in the D.R. where he had just came from and sounded like a good friend of our down here was in need of some help to keep his sanity as Luperon is turning into another gorgetown as in the exumas(some of you know what I mean)

Anyway just like are normal planning we decided in a matter of a few cubr libras it was off to save Lenny in the D.R (Bob/Trish he sends his Love) .So me miss a really nice weather window waiting on Loris confrance call that was canceled while we are waiting at the phone company at the perscribe date and time.

So anyway a few days latter the weathers nice and it's of to the D.R. About a 3-4 day run if the weather will hold. Well it didn't hold at all and by the middle of the first night crashing into seas we figure ok this isn't going to work and was the closest place behind us to go back and hide and wait a few days for the weather to improve.

Well at first light we are turning tail and headed back to rum cay!! what a name and a beutiful down wind sail 28 miles behind us. So after the first 25hrs out at sea we have made a wopping 40 miles in the right direction!!! God just got to love sailing!

Well are couple day wait at rum cay turns to 9 days of 20-30kt wind from the wrong direction and we are not going anywhere. But rum was a nice place to hang out. the people were very nice pop.about 72 and met some guys that were in there sport fishing so they fed us yellow fin tuna till it was comming out our ears. tuna servigie, tuna casoral, tuna gilled, tuna italiano, deep fried tuna(really really good) and tuna surpize. Well we were tunad out and aventually got a little brake in the weather and thought we would try and sail south to the crooked island so we could get abit of a lee on the wind and try and work east. Well we couldn't point the boat high enough in to the seas due to pounding so we fell off and made for clarence town long island. Witch was actually going back toward the west as we are trying to get east!

Well we get into clarance town and the wind strenthens again from the south east and it blows and blows and you get it there we are stuck in C.T> long island. Though it wernt a bad place to hang out as again the people are nice and we where having a good time.

We ran into one other sail boat there Sillowet a colvin gazzelle. Well we went over and said hello and it end up being the desingers son and his wife on board and we hit it off qiute well. It was nice to find some to free dive with that was of about the same caliber as most of the spearfishin and conch were in 25-40' of water.

I was talking with the local one day andf they didn't mind telling me where to find conch as they where deep and did'nt really think we would get any. Well ken and I had quite an afternoon fining them but there in 40-45' feet we hit pay dirt. They where by far the biggest conch Iv'e ever found and definatly worth the work (Still have one bag left in the freezer for conch salid) . Any way we spent the 4th of july there with a nice big bound fire and flares for fireworks.

We were starting to run out of time due to hurricane season and boat insurance decisions and decided that we were cut off date of July 7th was approaching where we would start heading back to the states. So as the weather lightened a little we decided to give it one more shot and on the morning of July 5th we headed east again toward the Crooked Islands. It was a rough passage but that night we worked our way along the north coast and rounded the east tip around 1-2 in the morning and laid a line for the plan cays.

We made the plan cays at about 5am and pulled in behind the island and dropped the hook for a bit of a nap. We had actually started to make some miles east. By 9am we were back underway and headed for Mayaguana cays the most eastern in route to the Turks and Caicos cays.

The weather had improved and we were motoring along and fairly nice conditions, but the winds were supposed to pick back up from the S.E. later in the day so I decided to go along the north coast of the island instead of the more common southern route. The island runs east and west and thought it might give me some lee on the wind. Well we actually got lucky and picked up a 1/2 knt current behind us and was making really good time, until about 4 PM when it started to blow. We still had 20 miles to round the island but new if we could make that we would have a good line on the wind and we could definitely make West Caicos Island. So we started tacking and beating into it and rounded the east cape around 9-10pm. Once around the cape though we could put full sail and a close reach and the boat was riding nice and we were making better than 7kts (that's flying in that thing) An all was right with the world until the steering cable parted. God just got to love sailing!! I had put new cables on before we left so this wouldn't happen!

Well Ed you wonder why I keep all those different spare parts that's why. Course most of the time you spend hours and hours out in the ocean by yourself with no one around. Well we broke the cable well passing with a ship about 3 miles off our port side so now we have a fire drill to make sure this guy sees us and doesn't run us down! We finally get the guy to answer us and let him know we are adrift and please to hit us. He was nice enough to offer assistance, but we told him we were fine if he just went around us.

With that by we were back up and going in an hour and off to West Caicos. Arriving at 4am.

To be continued Run



Derek/ Lori

S/V Wanderlust

TO BE CONTINUED NEXT MONTH

The Fridge, Friend, Foe, or just plain "F" word?

A Practical disaster.

By Dave Thomas CL 9.07 AKU - AKU

During our extensive refit, we somehow acquired, two three way top loading refrigerators. They both worked perfectly on mains or gas, but clearly required a good deal of amperage when 12 volt operation was called for. We thus decided to research the subject of refrigeration before building something more comprehensive into the boat. Everything we read stressed the importance of efficient insulation. We visited several companies who supplied suitable components and insulative materials. One thing became quite clear, it was going to cost a good deal of money, time and effort.

An entire locker space below a pilot berth was sacrificed for the project. By so doing we were able to construct a box surrounded by five inches of closed cell foil faced insulation. It was made top loading and sealed off by a large external door with extra insulation added to the inner face. Below this were two horizontal sliding clear perspex panels which would help first see into the interior and then retain cold air whilst delving into the contents. It offered a capacity of 80ltrs, being within the claimed operating capacity of the cooling unit. The interior was neatly finished with cold room lining material and great care was taken in the construction of a duct leading from the cooler unit air intake to a bilge which contained the water pressure accumulator and several water way junctions. We thought this would give the cooler unit a head start as it seemed to be about the coldest space available in the many bilges to be found in our 9mtr. Catalac AKU-AKU. The finished item looked rather like a scaled down chest freezer.

The instructions and diagrams supplied with the Supercool unit from Sweden were followed to the letter. The project took five weeks to complete. It included a very impressive looking remote control panel with flashing

L.E.Ds. Adjacent we fitted an electronic thermometer, its sensor having been inserted into the fridge below the cooler unit.

Shoreside boatyard pundits, meantime, having learned of the works in progress, made derisory comments and had nothing good to say about “Pelltior effect” cooling systems suggesting that no more than a five degree difference from ambient temperature could be achieved. This characteristic coupled with appalling consumption of amp/hrs would ensure gloom doom and despondency they said. Undeterred we pressed on preferring to believe manufacturers claims.

Having completed the project we switched on and waited. It worked perfectly, it was quiet and the internal temperature fell to the preset Butter, milk, meat, wine beer etc, were all swallowed by our fabulous fridge. We felt it unlikely we would ever have need of dry ice or ice cubes placed in the bottom as an alternative means of operation. Our battery charger connected to shoreside mains showed no signs off lagging and an seemed well.

Sea trials in the Solent and around I. O .W. came next. A combination of our Rutland wind generator and two solar panels seemed to keep the battery bank up to scratch. Inevitably there came a few days of little sunshine and no wind. The need for careful monitoring of the battery state began to rear its ugly head. It was not long before a larger alternator and a Sterling regulator were deemed necessary thus again delaying our sailing date. There had been so many delays that we often wondered if we were ever going to escape. So did many friends and relatives and we are sure they were quite shocked when we finally sailed. Meantime our other two fridges had made good value on the second hand market. We felt quite smug about it and indeed bragged that it had virtually paid for the super de- luxe installation we now had.

So we said our final goodbyes and left Chichester for the French canals via the Dover Calais route. Adventures began fairly early on and we were kept quite busy. The story of our journey through France would fill a book. The fridge became an accepted part of the ships gear, it worked well and gave no trouble. So much for the pundits we thought!

Arriving in France much later in the year than intended, we pressed on with the intention of getting as far south as possible. We coped with all sorts of incidents, negotiated awesome tunnels huge locks and amazing viaducts, rescued a stranded boat, waved happily at peniches, fishermen. ducks and other boats. It was all part of the adventure as we became used to yet another change in our way of life. We began to absorb some of the ambience of La Belle France and its people. We reached Beaucaire and were offered a fine berth alongside a pontoon with a limited supply of free electricity. All this time, the fridge gave no trouble. Nor did it throughout the winter.

Spring arrived, temperatures improved and we departed Beaucaire our intention being to take a leisurely cruise along Canal du Midi before rigging our stick and heading off for the Greek Islands. However we had grown accustomed to the leisurely way of life in France and so found ourselves in no hurry to move on from one mooring spot to another.

As the temperatures rose we found ourselves fighting a losing battle with the electrical supply demands of the fridge. Our natural energy sources were unable to cope, necessitating long engine running battery charging periods. Unfortunately it became imperative to charge in the evening to ensure that sufficient power was available overnight. Often it was necessary to run again first thing in the morning. We realised this was somewhat antisocial and found ourselves searching out secluded spots where we would trouble no one with our noise. However, for some reason our boat is a magnet, and wherever we moored, others would surround us. We do not regard ourselves or our boat as particularly attractive but it was a fact that we seemed to be something of a Pied Piper particularly to hire boats. One such skipper was once so anxious to moor closeby that he leapt ashore without his bow line. Unseen by us he watched helpless as his forty foot cruiser made off down wind. His wife, still aboard apparently could neither start the engine nor heave the mooring line. By the time he had knocked us Up asking for assistance his vessel was in danger of careering over the weir which lay in wait downstream. We took him aboard, cast off and chased after his boat.

Coming along side we put him aboard and stood by. He made it to the conn., started his engine and shot off to the next lock without even a thank you!

It was not necessary to charge our battery after that escapade and the fridge made it through the night without shutting down for lack of volts. The battery charging problem was rapidly becoming worse as the year advanced and temperatures rose. We developed a real paranoia as the battle to maintain adequate amp/hrs became more desperate. Often, waking at six, the low battery warning light would be on, necessitating an immediate engine run or risk loosing the entire contents of the fridge. The average internal temperature gradually rose until we began to wonder if the fridge was having any effect. We had already halved its capacity by inserting a spare block of insulation in the centre. Meat, milk, butter, escargots went to the end where the cooler unit was fitted, whilst things of lesser import such as beer and dog food went to the far end. Next we

bought a brand new high capacity battery and by altering the wiring slightly, dedicated it to fridge supply and sole receipt of solar and wind generator charging. It made no appreciable difference. It was at about this stage that we realised that our once wonderful device had degenerated to having become the 'F' word. It had become our cat o' nine tails.

Following an unfortunate, unhappy and damaging encounter with a very large peniche, we were obliged to stay at Frontignan for somewhat longer than intended whilst effecting repairs, The local L.A.s who have been there years made it clear that we and our frequent engine runs were not welcome. We left under a cloud. "**Get yourself a gas fridge" they shouted**, we had already started looking! Damitt how stupid had I been selling off the two we had in U.K, We went to chandlers camping shops, car boots, flea markets, breakers yards etc. an the time behaving like a scurvy ship. *Why don't you use your 'genny' suggested one bright spark! Well, simple, it makes 20 amps, the engine makes 90!*

One Sunday morning we cycled from Agde to Marseillon Plage and walked all round the massive car boot sale which is held there weekly. Not a fridge to be seen. Just as we were leaving, a stall holder produced from his van, a large white box and set it down on his display table. Trying hard not to appear over interested we casually sidled over. It was exactly what we were looking for, top loading and clean as a whistle. It contained a stuffed polar bear and the Frenchman explained that he had been resident within for some years. **Combien le prix sil vous plait M'sieur ? 200 Francs (£20). II Marche tress bien nest pas? Oui oui, tress tress bien!** There followed a deluge of French explaining everything to do with it's history. We smiled knowingly and passed over the money.

Some how we loaded both fridge and an earlier purchased playpen onto the rear carrier of my bike and cycled precariously back to Agde where we had been hiding in the bank side for some weeks. Our puppy dog was not impressed with the playpen, well what else could it have been intended for. ? The fridge was turned upside down and encouraging gurglings were heard. Next day we cleaned its gas jet, checked its integrity in general and discovered from its serial number that it was probably very old. We fired it up in the cockpit and waited, Fifteen minutes passed before I could no longer resist the urge to inspect the interior. The resident polar bear soon found himself evicted, for oh what joy, it was cooling down! A few hours later we transferred the contents of the built in unit to our newly acquired gas fridge. We turned off the Peltior effect monster for the last time and felt greatly relieved. After a few days the gas fridge began to warm rather than cool its contents. The fault was quickly and easily remedied, It turned out the chimney tube insulation needed reorganisation. 'Thereafter it became super efficient. ice formed on its cooling unit and we thankfully stopped running our engine and feeling like lepers.

I contemplated transferring the gas cooldown system to our built in fridge. Somehow I could not bring myself to dismantle our new acquisition, so well did it function, but it took up valuable space and should have been installed where the built in one was, It took only a few hours with a hammer chisel and scraper to destroy five weeks of work.

The vacant space thus created accommodated the fridge very neatly and left additional space adjacent for the storage of fruit, veg. and beer. We have not looked back since. To those pundits who decry gas systems aboard a boat I say **rubbish**, it will only be dangerous if you allow it to become so and you are in charge of that! We test our system frequently, we have an embarrassingly sensitive gas alarm and have no fear of gas aboard even though I have more than once seen the appalling results of explosions. I have never seen or heard of one which was not the result of carelessness. We do however shut it off overnight.

Here is our simple leak test procedure:-

First turn on and use a gas ring. Then turn everything off including your supply cylinder. This isolates a charge of gas under pressure in the supply piping. After one hour, turn on your smallest gas burner whilst holding a match or lighter to it. Do not turn on the gas supply at the bottle. The burner should light and maintain a flame albeit briefly. If not, then the pressure in the system has leaked out somewhere. Find it by painting pipes and joints with soapy water . Repair or replacement can then be affected.

Solenoid operated shut off cocks are available for fitment at the bottle end. We do not have one preferring to keep electrics out of this compartment. Gas flow bubble telltales are also available for insertion into the supply. These are intended to warn where a gas flow is evident even though all gas appliances may be off. All these and other gas associated items are available from Southampton Gas Centre who have everything you could need over the counter. However, if dealing with this particular outfit beware their swingeing twenty percent returned goods charge if you find you have over ordered or purchased something unsuitable for the purpose for which it was intended.

WITHAM WANDERER

Catalac 8Metre. 1983. Registered.



ENGINES

2 x Yanmar 1GM twin shaft drive. Fuel Capacity 2x 10 gall tanks
2x 12 volt batteries. 240 volt shore power system. Engine space heaters

RIG

Sloop Masthead rig Alloy mast and spars. Main sail with stacking system
Furling Genoa. Mast lowering gear. 2 Halyard winches. 2 Sheet winches

INVENTORY

Stainless steel pulpit and Pushpit. Stanchions and guard rails. Portable boarding ladder.
Danforth anchor & Stockless Anchor with chains and warps.
Sprayhood GRP and canvas. Cockpit cushions. Bimini cockpit cover.

NAVIGATION

Compass. Wind speed and direction. Water speed and depth. Garmin GPS
Radar. VHF Radio. Autohelm autopilot. RDF.

SAFETY

2 x Fire extinguishers. Fire blanket. Gas detector. Danbouy. Lifebouy with safety line.
Radar reflector. Emergency tiller. 1 x Manual bilge pump. 2 x Submersible electric bilge
pumps. Distress flares.

DOMESTIC

Heads with shower and pressurised h & c water. Refrigerator gas or electric.
Cooker 2 burner, grill & oven. 3 x fresh water tanks. 4 x Gas bottles.

COMMENTS

The vessel is generally in a very good sound condition. It has had relatively little use.
Recently re-upholstered, new curtains and carpets, new cooker.
Telephone 01243 573730. E.mail michaeljones@jeanjones.freeserve.co.uk.

For Sale:

2 x12hp Dolphin engines - one with alternator. Running when removed.

Information: bwb@bwarden.freeseve.co.uk.

Wanted:

Secondhand 2/3 person inflatable dinghy. Engine not required.

bwb@bwarden.freeseve.co.uk

For sale:

1976 9m Catalac based in La Roch Bernard, Brittany, (see PBO August issue for write up) £16,000.

For full specification email:bwb@bwarden.freeseve.co.uk