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Secretary PETER GIMSON Tel· 01202 773740



April 2003

Hello fellow Bobcat and Catalac sailors every where.

<><< WE INVITE YOU TO JOIN US IN THE "B.C.C.A." FORTHCOMING EVENTS>>>>>

The first "meet & eat" venue to be held at 1.00pm. on Saturday 5th. April

The Haven Bar-Bistro in "The Snug" Lymington Yacht Haven, Kings Saltern Road, Lymington,

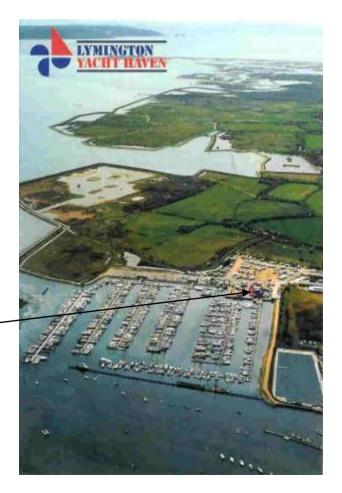
Treat yourself and your family, to a day out at Lymington before the sailing season begins.

The Haven Bar-Bistro do a twocourse lunch for £8.95 or choose one course off the menu.

We need to give an indication of the numbers about a week before >>>> That means now <<<<

Lymington has a lot to offer including two large chandleries, boutiques. Shopping in the market and cobbled streets of the town are excellent. Directions to The Haven Bar-Bistro is well sign posted by following the brown signs marked "Riverside Marinas" at every entrance to Lymington until one reaches the sign which says Lymington Yacht Haven (also a brown sign). Once inside the Marina there are plenty of parking spaces. Make for the central Marina Office and Restaurant Building (the name is on the second storey side).

Please let Jeremy Bretherton know if you can attend. Tel: 01462 768 240 E:mail.> Jeremy.bretherton@ic24.net



BOBCAT & CATALAC CRUISING ASSOCIATION COME AND JOIN US FOR THE FIRST RALLY OF THE SEASON ALL MULTIHULLS WELCOME

BEMBRIDGE RALLY 3 -4 May and Bank holiday 5 May

TIDES HW LW	Sat 3 May 01.06 &13.26 06.40 & 18.53	Sun 4 May 01.36 & 13.59 07.06 & 19.20	Mon 5 May 02.07 & 14.32 07.32 & 19.48								
ENTRANCE Check the tide level with the tide gauge north of St. Helens Fort. Course approximately 240 to the start of the buoyed channel. Entrance can be gained from approximately -3 hrs to +2 hrs of HW. The yellow tinker tramp tender of "Allez Cat" should be on station listening on VHF Ch.77 to greet and guide you to the beach moorings @ £6. a night.											
The berthing Master is Chris Turvey tel:01983872828 VHF Ch80 call sign "Bembridge Hbr"											
Brading Haven Yacht Club are expecting us for an evening meal there (time to be advised) as there is another rally which has booked the visitors berths. The Commodore of the Club is Steve Lymn a former Catalac owner and Round the Island Race winner who says he will look after us.											
Rally Organiser Jeremy Bretherton tel: 01462 768240 e-mail jeremy.bretherton@ic24.net											
Rally Coordinator Peter Gimson tel: 01202773749 e-mail p.gimson@Bmthonline.net											
<<<<<	<<<<<<<	:<<<<<<>>>>>	>>>>>>>>								
To:- Jeremy Bretherton, Trinity Cottage, Ley Green, King's Walden, Hitchin, Herts. SG4 8L T											
I wish to join The Bembrdge Rally. Name Boat Name											

On Sunday: I suggest we have breakfast on the beach/midmorning coffee on the beach cricket

match or.....

Ppppppp.....please Return now.....



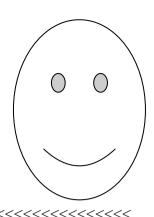
WELCOME TO NEW OWNER

Charles S. Ashby,

Gwelfor, Bro Lynfil, Penrhos,

Pwllheli, LL53 7NG. lordashby@aol.com

CL.9.235 "THERAPUTIC" (Pwllheli, Wales.)



>>>>>E-mail Update on Electronic charting as per. last month.

Hi Peter

Reference to your request for information regarding electronic charting etc. I have attached a file (Electronic Charting) giving information on what I use. If anyone is interested I could write a more detailed description of how to do it.

Hope you find it useful

Kind regards James Benjafield

james@benjafield.com

Yes please James.

We would be very grateful but please remember although we may be able to sail here and there without to much trouble, most of our crew still can't program the video to work while on holiday. ED.

Electronic Charting

The question of electronic charting was raised in the last issue of the Catalac owners newsletter. I am the joint owner with my parents of Catalac 9m number 63 "Pavona" based in Plymouth. We have owned the boat for 10 years and have sailed around the West Country, Northern France and the Channel Islands.

A few years ago I discovered on the internet a program call Seaclear. It is written by a gentleman called Olli Soderholm who has developed the program from scratch for his personal use, he has then been kind enough to make it available to everyone else free of charge. We have used this program successful on Pavona and it has proved to be extremely accurate and easy to use. We could even tell which side of the pontoon we were tied up to in Fowey last year.

Depending on the type of computer and operating system you run you can download the program and run it on a very basic laptop. Even a 486 with little RAM.

The program uses scanned paper charts, or maps, these must first be calibrated with the program which can take a little time but is worth doing to a high standard. The Seaclear program includes the software to do this, it will also square up the scanned charts. Charts are subject to copyright and this should be considered when scanning your own charts. It is possible to successfully scan using a A4 home scanner A2 size charts in 4 goes and the stitch the 4 scans together to form the original chart. (all it takes is time)

The program will talk to the GPS and acts as a all singing all dancing chart plotter, which, apart from the cost of a laptop is free.

The program can be downloaded from www.sping.com

Also I use **JV fax** linked to a Target HF radio and my laptop to receive weather faxes both from the UK and Germany. Here are other programs that work just as well available from the internet. The faxes are often of poor quality it depends on where you are the time of day - sometime they are top quality as good as a "metfax" picture. However the same charts can be downloaded from the internet and this is maybe the better system if you have a mobile phone on board. With the latest GPRS phones it is not too slow or expensive. I have not tried this from outside the UK yet but it should work OK.

James Benjafield

"We all love freebee's"

I have downloaded weather maps etc. from the internet using laptop and mobile phone abroad. The cost with an English sim card is approx £30.00 per week. The cheapest way if cruising for a month or longer using this method in Europe for weather information is to buy a local sim card. >>>Bob Freeman is doing a couple of articles for the news letter on "obtaining up to date weather info." Using HF. & SSB. Part one is in "Bob's Bit" this month. ED.

>>>>>>>Freebee ...Weather...E-mail<

Hi,

I don't know if this site is of use to anyone.

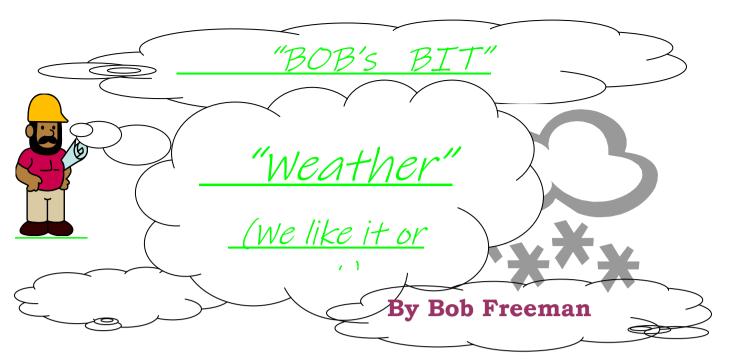
But if you wish to receive free weekend weather reports every Thursday log on to this site and register. wcsmarine-subscribe@topica.com

They will send you a Fri, Sat, Sun forecast and at the moment are also sending pressure charts.

Mike M MOCRA Cruising

Many thanks Mike,

The more "freebee" information the better. ED.



Part one

Finding the right weather forecast is not always easy, the further your proposed trip the more information you require.

Always start by listening to forecasts at home, try to use what ever devices you have available to you, local radio, television, news papers, computers, telephone and fax, also for the more professional information don't be afraid to contact your local weather station and talk your proposed trip through with them, especially on a longer trip where it would be nice to have at least a 3 to 5 day weather pattern before you leave.

But always be prepared, as we know, the weather people don't always get it right! Their forecasts often cover a large area and you may only be going for a 3 or 4 hour sail, or you may be going off for a couple of weeks or more.

There are more weather forecasts specifically for the sailor, and some are by sailors who can often give you the information that you are looking for.

Try to get a feel of what the weather pattern is doing, make notes on the information that you get hold of, shipping forecasts cover a large area and weather patterns can change quite quickly, try to start looking at forecasts 3 or 4 days before you leave. Some daily papers are better then others and the television again covers large areas, Try to get copy's of synoptic charts each day so that you can see what direction the weather is moving in and how fast.

If the weather has been bad, it may have built up a swell, so don't be to eager to get out there. Check are there any gale or strong wind warnings, and what is the wind strength and direction. Is it going to rain or could there be any fog.

Perhaps it is going to be very hot or no wind! **be prepared**.

What have you got on your boat to keep the information coming in?

Medium & Short wave receiver, **VHF** radio and **Navtex** are very useful, a cell phone can be used a couple of different ways provided that you have a signal and can receive them ok, once offshore you may require Satellite, **HF** Radio and /or a computer download system. (It could be a case of what you could afford at the time.)

A good **HF** radio and aerial can be very useful providing you have contacts and schedules but if you can connect it to a computer and download synoptic charts from world wide weather stations, you will have a lot more data available to you.

So lets look at what you can do with a single side band radio **(SSB)** These can be expensive but if you look around you should be able to buy one for £100 / £150.

The idea is that you are going to receive weather information to a Laptop computer, this doesn't have to be that new, as I have found out with my new one running windows xp it can cause problems in it self, although these problems are now being rectified.

The software ie: the program that you are going to use to change the radio signals you receive to hopefully a synoptic chart that you can look at on your computer, can be obtained through Freeware or Shareware via a download on the internet or purchased by other means. The interface or the connection device that you need to join the two together can be built at home or you can purchase one for about £20.

The difficult part is going to be learning how to use it.

It must be said that there are different types of Interface and Software that allows you to receive and do many different things ie: Data transmissions from Maritime and Aeronautical services but also many others as well, direct to your laptop.

I am at the moment trying out software called **JVFAX 7.0** this is freeware.

Information can be found on www.pervisell.com or by post Pervisell Ltd, 8 Temple end, High Wycombe, Bucks, HP13 5DR. International phone No +44(0)1494443033.

I will follow on this article with a second part as time allows.

Many thanks Bob,

How many of you use JV Fax or similar for your weather or tidal info.?

Please let us know. ED.

>>>>>>

>>>>>E-mail Enquiry on Autopilots and modified Steering.

Tanhay House, Golant, Fowey, Cornwall PL23 ILD

mminterkemp@tiscali.co.uk

Dear Peter,

Our 9m Catalac, "ECHO" is steered by an ancient rubber belt type autopilot, (which nevertheless brought her back from Cyprus to UK faultlessly) We do however feel the need for an update and would be grateful to hear from your readers about any suggestions.

Is the SIMRAD WP10 wheelpilot a feasible proposition?.

We offered one up only to find that the control unit fouled the entry door.

Have any of your members fitted a tiller autopilot as an alternative?

Is there a windvane on the market that will steer a 9m Catalac efficiently?

Should we be considering an alternative to the "chain & cable" rudder linkage, and if so at what cost?

The emergency tiller is crude but would probable work should the need arise.

Any information on the above queries would be very much appreciated.

With kind regards,

Martin Minter-Kemp.

Garage clear out – items for sale!

1 New Fibreglass Wheelhouse with new 8mm tinted grey acrylic windows – ready to fit. Suit 9m Catalac. £750.

1 Secondhand 10hp Volvo 2001 series Diesel engine and all controls – suite connecting to Sail Drive leg S120. Good condition. £500

1 New Fibreglass plinth (engine bed) for above engine – sail drive. £100.

1 New, boxed, 12volt "Roadmate" Samsung Microwave oven. £185 (RRP £300)

1 New, boxed, Coolmatic 12volt CU%% Fridge compressor. £175 (RRP £301)

1 New, boxed, Barton Lazyjack system for max 30' LOA. £100 (RRP£130)

1 Secondhand Sailor RT144 VHF unit without aerial. £50

2 Secondhand Direct Drive DOLPHIN engines with controls etc. £50 each.

1 Secondhand 25hp Suzuki outboard engine. Old but in excellent running order. £150.

Buyers collect or delivery can be arranged.

Bernard Warden. 01296.662505 bwb@bwarden.freeserve.co.uk



Remedial work to our 900 No.906

By John Green

CHAPTER 4

More grief and yet more!

Preceeding chapters dealt with the problems of making good the manufacturing mistakes and deficiencies of our three year old Catalac 900. We had to put to rights a number of problems including wrong way round rudders, loose hull and deck fittings, droopy rubbing strake, lack of insulation etc., I categorized the remedial work as follows:

- 1. STRUCTURAL
- 2. COMFORT
- 3. COSMETIC

Chapter three finished with a mention of the lack of water and diesel filters and the problems that followed thereon. I now digress. It had, for some months, been a complete puzzle as to why, when filling the water tanks, I would first get a series of blowbacks from the right hand filler and, when, as I thought the tanks were full, we would quickly exhaust our supply. That, as some readers might recognize, can lead to certain tense exchanges between the chief engineer and his mate.

Question: Why were we always running out of water?

Was the mate being rather too liberal with hair washing? Counter accusations flowed (pun intended) a lot quicker than our galley sink tap. Yes, I did wolf tea and coffee by the bucket full, but one gallon of water, in that respect goes a long way. I said I'd investigate. I looked at the fine steel or ally mesh in the water tank breathers. Was there a chance that they were lime scaled, preventing venting? A good hard look and a prod showed they were clear. Next, remove the contents of one hull and park it on the other side of the boat. There goes half a day. I traced the right hand supply pipe - most of it buried - and found an inline non return valve. I removed it, as it had been fitted, blew on it and surprise, it had been fitted into the breather pipe the wrong way round! During a fill, the air pressure building could not readily escape, therefore the tank could only be partly filled - that taking forever. Major reconciliation between engineer and mate.

What other surprises are there?

When we bought our Catalac, the engine hour meters showed, as I recall, about 350 hours which, for a three year old motor sailer was about right. I could not find on board, any engine service records. The engines had not been fitted with any primary fuel filtration and relied solely on the secondary filters attached to the engines. These were removed and found to be almost solid with debris from dirty fuel. Heaven alone knows how any fuel ever got to the pump. Engine servicing complete, I then, as previously reported, bought and fixed two CAV type, fuel filter water separators. I do not know why it should be so, but marine diesel fuel seems very prone to contamination. Because of this, I now change all fuel filters every fifty hours of engine time.

Most of the normally unseen bits of my person are in appearance, slug white. The exception, is the permanent pinkness of my face which relates directly to the amount of time spent head down in my engine compartments. Apart from ludicrously clean engines, another consequence of this activity is that I get to spot apparently strange and sometimes undesirable phenomena. On one such occasion, I spotted a steady and unrelenting drip of water from somewhere close to the water pump. At this point I will make an admission; I am currently and have been so for a number of years, under investigation by a bevy of very nice men in white coats. They say, and I have no reason to doubt them, that I'm suffering from a chronic compulsive disorder which, as yet, has no single name, but is described as: `If it's working ok be suspicious. It's bound to break. So, take it apart and repair it`. If that's not bad enough, this disorder is compounded by another, which says: "If it looks clean and sparkling, it probably isn't, so clean it".

We all have a cross to bear.

Back to the drip.

I concluded that the double jubilee clips on the inlet to the water pump were not doing their job. New, were fitted and tightened. I should explain what is involved in working around the water pump. I lower myself, feet first, into the engine compartment, with one leg other side of sail drive unit. Then leaning forward, as though intent on some fantastical copulation with the iron maiden, feel around the pump with one hand while clasping a mirror with the other. A consequence of this lovers embrace is the neat straight line of stud end bolts imprinted on my chest, working by feel and trying to cope with the "wrong way round" image in the mirror, I set about dismantling the water pump. Among my other personal peculiarities is a water fetish. I do not like it in my water bilges. I will pay any price in terms of effort or stress to prevent water getting in and if it is there getting it out again. Prior to all this kerfuffle, I had for some time been collecting a puddle of water in both engine bilges - tasting was inconclusive, the water was neither salt or fresh, merely brackish. After fitting new jubilee clips, I did an engine run, and yes, still a pesky drip! Leaving nothing to chance, I replaced with new all the original three year old hoses and jubilees. Using in place of the jubilee clips, those rather more expensive clips - whose name escapes me - but which feature a securing nut and bolt, thus giving a more secure tightening action. But, before all that, I'll check around yet again. Did I perhaps, when I used a cup of hot water in which

to dip the end of the plastic water hose pipe prior to sliding it over the entry port on the water pump inadvertently distort or enlarge the pipe? Head down, pink ears, cuddle the engine. Disconnect feed pipe and cut three inches off. A touch this time of Vaseline. Reconnect, start engine.

Drip, drip, drip.

Why oh why, had I not sooner acknowledged that the problem of watery engine bilges might be a deal more than a leaking hose or fixing, or something equally simple to repair. The answer is fairly obvious. I did not want to confront the possibility that the answer lay in what could be and indeed was, an intricate and expensive solution.

Water pump castings are manufactured with tiny vents in the sides called atmospheric breaks. They are there to prevent a water pressure build up and therefore the possibility of a rupture of the pump rear seal permitting the entry of water into the engine. I had wasted time and money in looking for the cheap and easy fix. I had removed perfectly good hoses and fixings, when the real problem lay elsewhere. I sincerely hope that no one reading this article has to replace their water pumps especially on the 2010 and 2020 series Volvo engines. These pumps are perfectly good and reliable units and should give many years of trouble free service. In my case, the problem related directly to the boat manufactures failure to fit any form of sea water filtration. My pumps had been in service for a little more than three years without any protection from water borne debris. As a consequence, minute particles of an abrasive nature and suspended in sea water, had entered the pumps and damaged the seals and shaft case hardening - hence the leaks. Removing old and fitting new pumps - insitu, remains one of the most awkwardly difficult and time consuming jobs ever done on our 900. When questioned, Volvo agents told me that a goodly chunk of the engine would have to be removed before we could remove the pumps. I don't want to brag, but I did find a way to do the job without reducing the engine to a bag of nuts and bolts. The pumps are attached to the engines by means of two bolts and two studs. The two bolts are not a problem. One stud is not a problem. The other stud is a huge problem.

Although, I haven't as yet done the work, the bulkhead separating the holding tank compartment from the engine provides a partial solution in terms of access to the pump. You need to cut a twelve inch - or size to suit, diameter hole in the bulkhead. Access to the pump is then straightforward. On completion fit a bomer watertight inspection hatch, thus restoring the integrity of the bulkhead. On a 900 you cannot do this to the port engine because of the intrusion of the "trotter box" in the port quarter single cabin. Removing and fitting a new pump took three working days. Working by feel, and with just enough room to turn a nut or a stud a fraction of an inch per turn and working with a specially adapted thin cycle spanner, laboriously and with much swearing, the pump was removed. With the practice gained I was a little quicker on the port engine. When I tried to source new pumps, I discovered that they were not too thick on the ground. Those that I did find, were very expensive, with Volvo's own being the dearest. I phoned one or two possible sources including Volspec. I settled on the pump suppliers Cleghorn Waring who supplied, along with heaps of valuable advice, the correct new pumps; at well under half the price of that quoted by certain Volvo agents. Cleghorn were excellent in every way and I recommend them. Although I did not quickly pick up on the absence of effective water filters on our engines, the delay did not affect the entirely predictable outcome.

Three years of unfiltered sea water guaranteed the destruction of the pumps.

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