

Founder



Mary Lack

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PETER GIMSON

Bobcat & Catalac Cruising Association



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Hello fellow Bobcat and Catalac sailors every where.

Tom and the Lack family,
join with the committee of the BCCA to wish you all
a very Merry Christmas and a prosperous New Year.

I know it's Christmas but have you seen any easter eggs in the shops yet?.....

The reason I ask it's that time again when **subscriptions** are due and we would like to receive the subs. well before Easter so we can budget for the coming year.

So please can we ask you to check your payments, whether by Standing order / Direct debit / Credit card or Cheque.

The correct amount is **£25** for Postal delivery and **£20** by Email. If you want to receive a newsletter for the coming 12 months then please let us have the correct amount now.

We are also asking for any change of address. Or if you have sold your boat please let us have the new owners name and address so they too can share their experiences with us. Talking about experiences,

it's also time for you to get your fingers out onto the keys or put pen to paper and send us your stories or mods, queries etc. The newsletter is only as good as the info you give us and your efforts are much appreciated by all.

Father Christmas is bringing all sorts of goodies for the children. If your partner is looking for something special this year why not order a B.C.C.A. burgee, tie, or badge for them.

If you still have room for a wee dram and light lunch we are planning a **"Meet and Eat"** in **January** and look forward to seeing you. The venue will be on the South coast. Full details to appear in January's newsletter.

All B.C.C.A. members are also invited to MOCRA Prize giving supper on Friday 16th January 7:30 for 8.00 with guest speaker Tracey Edwards MBE.

at
"The Royal Thames Yacht Club"
60 Knightsbridge, London SW1X 7LF.
Telephone 020 7235 2121
Dress: Formal Yachting Tickets £35 per person.
More details and an application for tickets will be sent before Christmas.

Contact Mike Millerchip 01252-794330

We have a few items for Santa in our
For sale and Wanted.

I'd like to find a second hand Walker log in working order....anyone got one lying in a cupboard?

Contact: Colin Hastings kijiji*Vision Fair Trade Photography

Tel: +44 (0)20 8209 1974.....Mob: +44 07785 251 751

WHEELHOUSE

"Anyone thinking of replacing their wheelhouse over this winter?"

I am referring to those owners who own a Mark 1 9m Catalac and want to modernise their existing wheelhouse area"

I have, which is surplus to my requirements,

***a new Fibreglass Wheelhouse
and new 8mm grey tinted acrylic windows - ready to fit. Suit 9m Catalac. £750 for the lot.***

Can deliver in UK.

Bernard Warden e.mail bwb@bwarden.freeseve.co.uk Tel: 01296.662505

Dear Peter

How are things?

We haven't spoken for some time. I'm in touch with Arthur and Barbara Leeks. They own a late model Catalac 900 berthed at Chichester Marina. Shortly, I'll be helping him with some remedial work.

Would you be kind enough to put the following in the Association newsletter please:

Two 25lb Danforth anchors in excellent condition - £25.00 each.

Two 14 x 8 ally props, three blade.
Suit Volvo engines and saildrives.
Excellent condition - £30.00 each.

Kind regards
John Green
Telephone: 023 9246 2502

Many thanks to you all.

Keep us posted with the remedial work. I would like to purchase one of your anchors John, it's a small price to pay for an emergency anchor. ED.

*It's turkey time but the
Sailing Dish of the month is.*

One Pot Chicken

2 Chicken Leg Joints	
Calabrese	Carrot
Parsnip	Seasoning
Soya Sauce	Chicken Stock
Egg Noodles	

Place juliennes of carrot and parsnip in a flameproof casserole dish, then place chicken joints on top. Pour chicken stock and soya sauce over – to suit your taste, then season. Cover and cook on top of stove for about 20 mins. Add calabrese to the pan for the last 4 mins of cooking time. At the same time cook the noodles, which also take 4 mins. Strain noodles and serve chicken on top. Can also be accompanied with fried onions, mushrooms etc. and a red or white wine. Serves 2

Keep them coming ladies.

You are making my mouth water.

I like the one pot idea as while afloat the admiral does the cooking and yours truly has been known to do the washing up. ED.

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Gearbox Problem Yanmar 1 GM (7)

A friend of mine recently said to me that he was having a problem with his port engine on his 9m catalac, symptoms were that he was getting a vibration and bumping noise when increasing the revs on this engine, it only happened in forward gear not in reverse.

Questions : 1. Engine and gearbox are 20 years old, is it worn out ?

2. Is it worth paying out a lot of money on an old unit, that might give further problems in the future.

3. You need to get some idea of cost before proceeding.

Having a mechanical background on auto engines and gearboxes I decided to have a look and see if I could see or find out anything. One of the things that I did was to select the gears (with the engine not running) and try to rotate the prop shaft, there was no movement in reverse but you could turn it when in forward gear. We tried various adjustments with cable and control lever but this did not cure the problem.

Looking in the manual it shows a cone type clutch similar to a cars syncromesh gear box. On making some inquiries we found out that a new cone was over £400 and to have the gearbox overhauled could cost between £500 and £600. So in for a penny in for a pound I decided to have a look at the gearbox myself. The gearbox is quite a small unit and it is fixed to the engine by 8 bolts around the bell housing, 4 bolts on the prop shaft and releasing the control cable, easing the prop shaft gland we were able to slide the prop shaft back a couple of inches sufficient to allow the gearbox to move back and be lifted out. Not having the right tools on board I was able to put the gearbox into a carrier bag and take home with me.

Cleaning an area on the workshop bench, I drained the oil, removed the 4 bolts that held the control lever in place and removed it. The gearbox is accessed by removing the 8 bolts holding the bell housing to the gearbox, the jointing was just liquid cement so having removed the bell housing I could now see inside the gearbox. You need to be careful to protect the seals at each end, there are 3 shafts an input shaft, an intermediate shaft and the one that we are interested in the output shaft, which is recognised by being the largest and has a locknut on each end. Note: these nuts are left handed threads.

You need to clear the locking tab and using a long handle socket or torque wrench to remove the nuts.

You will then need a puller to remove the roller bearings and collar (2) and the bearing inner race and collar (2). You should then be able to lay out the whole shaft on to a nice clean surface, clean the individual components and inspect for damage or wear. The main area's to look at are the bearings and the drive cone. Having said earlier that the reverse gear seemed ok, I was hoping to reverse the drive cone if possible as I felt this was not as important as the forward gear but I found that the gearbox had been opened up previously and that the cone was worn both sides, however there was some grooving left on the cone with a possibility of reclaiming the contact surface.

The cone is moved in and out of the large gearing by the selector mechanism, the tapered surface of both forward and reverse gear were very shiny, possibly were they had been slipping ? I could not find any reference to this in the manual, so I decided to lap the tapered surface's with some fine grinding paste (I was surprised what a difference this made) When fitting the tapered surfaces together they now locked 100 % and I felt that I had done the right thing.

All parts were then meticulously cleaned before starting to reassemble. You will need a piece of tube to knock the bearings and collars back on. If you have been careful you can reuse the seals and the locknuts, when fitted these need to be torqued up to approx 10 kg/m or 70 ft/lbs, check that all is ok before using liquid sealant and refitting the bell housing.

Note: A Large vice is very helpful for stripping down and reassembling and don't forget to relock the locknuts .

Before fitting the control mechanism, use the aperture as an inspection hole to see that the gears

are turning and that the cone moves forward and backwards, you should now be able to fit the control mechanism, Check the O ring is ok and that the shifter which actually locates in the centre of the cone is set to its lowest point (it is possible to be 180 degrees out), loosely fit the 4 bolts, hand tight and fit the control lever to the correct angle.

Note : the bolts holding this plate are over size, allowing for movement to be able to adjust the control lever, so as you can set the same amount of lever movement forwards and backwards, when this is correct you can tighten the 4 bolts.

Before refitting the gearbox, check that the damper plate which is fitted to the flywheel is all ok, then you should be ready to fit the gearbox, lightly grease the spline on the input shaft and slide the gearbox back into position, fit and tighten the 8 bolts, you can then adjust and fit the control cable, put in the required amount of gear oil and secure the filler plug. Slide back the prop shaft and secure the 4 bolts, you should then be in a position to carry out operational tests. At this stage I found that I wanted to readjust the control lever movement and I found it was just as easy to remove the gearbox, lift it into the cockpit and do it rather than struggle in the engine locker. My friend then carried out some tests and found a big improvement, so how long had the cone been slipping ?

I quite enjoyed doing the job although as you get older it is more difficult to get in and out of the engine compartments, a bottle of whiskey changed hands which was very nice and it saved my friend putting money into someone else's kitty.

I know this is a technical job but it is not difficult to remove the gearbox and take home for a friend or colleague to look at !! although some years ago I went out to Tenerife to help someone with a 9m and the previous owner had removed the gearbox by smashing up the housing with a hammer, so make sure you know how skilled your friends are.

Bob Freeman

NEW AUTOPILOT VENTURE

We are in the prototype construction stage of a servo-auxiliary rudder designed expressly for Catalacs, Bobcats and other multihulls.

The aim is to produce a low-cost yet efficient system that is easy to fit, works on all points of sailing and can act as an emergency rudder if necessary.

It is appreciated that most owners have autopilots fitted already, but these consume electrical energy and can be noisy. In the event of an autopilot failure the alternative is hand-steering which can be tedious!

My reason for writing is to ask your opinion on the above and what other comparable wind-steering systems, if any, you have had experience with?. The crunch line of course is the bottom one. Self-steering gears do seem to be very expensive and we aim to break the price barrier here. This is because the design is being kept very simple with teflon low friction bearings and nylon gears. Sailing trials will establish optimum rudder size, the servo-blade rudder size ratio, the vane to servo gearing ratio and the rudder attack angle necessary to maintain an accurate course, (It is assumed that the main rudders are trimmed and locked before engaging the wind-vane.) Any information here would be invaluable?

If trials prove satisfactory we would like to offer '**Freewind**' steering gears through your journal with a royalty on each unit sold going to the Association. What do you think?

Yours sincerely Martin Minter-Kemp

I am afraid that I have no experience with wind vane type autopilots. Perhaps our readers can help.

I agree with your use of nylon and Teflon that is the right way to proceed.

The later more power efficient autopilots are much noisier than the older belt type.

The additional rudder has plus and minus points. Yes it could be used to steer the craft should we lose steering from both rudders. If possible I think it would be better to be able to make use of one of our existing rudders if the gearing can be adjusted to suit. This would also cut the production cost and help influence the retail price. The killer is nearly always the retail price on all new gear and if possible be priced under the cost of an electrical pilot. This should encourage members to take note and not go down (the devil I know is better than the devil I don't route) I wish you well with your venture.

Good luck and please keep us posted. ED.

The (Continued) Adventures of 'Squib'

2002

by Judy and Paul Thompson



Barmy Bohemians

This made steering difficult with the wind and the current. We were moved on and told it was - by now familiar - 'completo' (full). Into the canal again and a similar story in the opposite basin so we finished up in the canal itself wedged between the trawlers. The harbour police pounced on us immediately, when we explained about the engine problem, they allowed us to stay, but we had to leave at 8am! Paul worked all evening after discovering the problem was due a seized solid starter motor.

We wouldn't be going anywhere at 8! The police were very sympathetic and even suggested a place to get it fixed and 2 days later we were on our way to the Isola Ponza, one of the Ponziene Islands.

Sam had been on continuous dolphin watch since we had left Fiumicino, but had been unlucky so far. However everyone moved very quickly when Paul spotted a whale at about 50 metres away diving up and down and blowing his



trumpet. A few more miles and we entered the beautiful Cala di Feola on the northern side of Ponza and although quite crowded, we managed to anchor within a few metres of an interesting piscine naturale (natural pool) and wasted no time getting the snorkelling gear out to investigate. The four days spent on the island were wonderful; we found the main town around on the eastern side and spent a couple of days at anchor and one very expensive night on a pontoon with water and electricity. Ashore we found an historical town with narrow streets and tiny interesting shops and restaurants.

Now we were heading back to the mainland and possibly their last chance to spot any dolphins. We arrived at Gaeta but this was full so we sailed onto the port of Formia and squeezed into a spot on the town quay with a millimetre to spare either side.

Formia was well placed to access Naples so the next day we found ourselves on the train to the colourful, confusing and crazy city. We walked and bussed and frequently got lost. We found the famous back streets with the washing strung out, we saw three people and a dog on a Vespa, witnessed young kids pick-pocketing and found some wonderful monuments and shops. After lunch in a pizzeria, we got on a train bound for Pompeii and passed Mount Vesuvius en route. Arriving at Pompeii our first sight was a Roman villa, now a museum, housing the famous casts of bodies found during excavations. When Vesuvius erupted in 79AD, Pompeii was destroyed and covered in ash and rain forming moulds around the bodies. The bodies eventually decayed but left the moulds and on discovery in the 18 century, the casts were filled with plaster and this is how they are exhibited today. We walked around the ruins via the original roads made from huge boulders complete with grooves made by chariot wheels presumably. Each side of the roads were the ruins of shops, houses, theatres, baths, public buildings and temples and once more our imaginations went into overdrive. Pompeii was everything we expected and more. On the journey back to Formia we had to change trains at Naples and with an hour to wait for the next train, what better way to while away the time than to sample the local carozza, a savoury doughnut filled with a selection of fillings including ham and mozzarella and then deep fried very quickly - mmm scrumptious.

With just 1 more day left of their holiday the girls were looking forward to a swim and last minute sunbathing the next day, BUT when we woke the sky looked grim followed by a downpour and followed very quickly by howling winds! We all fought to get the awning down and got soaked in the process and even though we were wedged in between 2 boats we still came close to hitting the quay. Luckily there was no damage and it didn't last too long and the sun came out so they got their wish. However later we were treated to more torrential rain and almost gave up our plan for the last supper (a tradition maintained on all previous family holidays where we don the best kit and find a really good restaurant) but the Thompsons are made of sterner stuff. So decked out in sad anoraks and gumboots (forget the ball gowns tonight girls!), in true brit style, we slogged our way through the floods to the restaurant and arrived like drowned rats. Realising what a picture we must have made, we just burst out laughing and the mood was set for a fun evening with much talking, laughing and of course a superb Italian meal.

*"The family, that dear octopus
From whose tentacles we never quite escape,
Nor in our innermost hearts never quite wish to."
Dodie Smith*



Zõe, Emma and Sam are all now in their 20's with partners/families of their own and we're fortunate they could spend some time with the aged parents - albeit it was a free holiday on a boat in the Med! It had been a special time for us.

With the girls on their way home we set about getting ship-shape and underway heading south to Coppola Pinetamare. The weather was still inclement and the marina there looked sheltered.

6 derelict apartment blocks forming an island in the centre of a 'u' shaped canal greeted us on arrival. NATO staff used to occupy them until they were deemed unsafe and demolition is now their fate. The marina was very run down, but we'd noticed a steady decline the further south we travelled anyway. The marina wasn't cheap just average, but it was a safe hide-away from the weather. This turned out to be the only virtue. The town was awful with little or no maintenance carried out for a long time, the beaches all barricaded in and very dirty and the locals not as congenial as we'd encountered in other parts.

In complete contrast Isola di Procida our next port of call couldn't have been better. One of the Flegree Islands in the Gulf of Naples it is small, enchanting and very friendly. We tied up bows-to on a rickety, ramshackle pontoon we just prayed would hold us for the duration and were given a brief summary of this quaint medieval town with its huge fishing fleet, then went to find out for ourselves. This island is a well kept secret from tourism and refreshing to visit and we found everything as described, so it was with great reluctance we set sail a day later with light, favourable winds across the Bay of Naples to the island of Capri.

Unfortunately the light, favourable winds didn't last and the engines were cranked into action. We hadn't gone far when we noticed a slick of debris stretching for 100's of metres in front and to both sides and did a quick detour to try and avoid it. Absolutely impossible and of course the props got fouled. We spent the rest of the journey trying to rid the props of the rubbish and avoid more rubbish slicks. When we arrived at Capri, the props made manoeuvring and anchoring difficult. Paul dived in to check the situation and cut away a huge ball of fruit nets, fishing nets and plastic bags from around both of them.

Later we went ashore to explore and took the Funicular - a train going up the steep incline to the town - and wandered through the maze of tiny streets and passages lined with designer shops with unbelievable prices. We saw neither Gracie Fields nor Emperors Augustus and Tiberius, but we did see thousands of tourists! We decided to play our favourite game of people-watching and saw how the other half lived once more. Despite the tourists though we loved Capri and toured the mountainous, craggy island by sea and land over the next couple of days and found some truly beautiful spots to visit and swim in. On the last evening we were treated to yet another violent storm which kept us up for most of the night on anchor watch and had us tempted to retreat into the nearby megabucks marina, but we managed to resist that and the next day set off in a very lumpy sea back to the mainland.

By now it was early September and we started to consider where to spend the winter. In the 'instep' of boot of Italy? Sicily? Malta? Some months back when we'd been travelling with Len and Gill we'd discussed Sicily and had all agreed it might be interesting. We'd kept in touch by SMS, but were all still undecided, so meanwhile with still a month at least to make up our minds, we just kept heading south to higher winter temperatures.

After an uncomfortable trip sometimes sailing, sometimes motoring we arrived on the mainland in a place called Serlena, where we found a surprisingly enchanting town akin to Naples behind the

façade of apartment blocks and port industry. A day later we were moving south again and were forced by the weather (Popeye is there an end to these thunderstorms?!) to stay for 2 days in the ancient town of Agripoli - the name is said to derive from Acropolis belying its Greek origins. It was not a hardship to stay as the town was very interesting with some wonderful architecture and it also provided a rare opportunity to play with the new computer; Z^oe had already helped us a lot, but we still had much more to learn. We also got talking to a young German couple on the neighbouring boat who were cruising on a shoestring and busking their way around performing puppet shows. As we were heading in opposite directions we were able to swap notes on harbours, marinas and free quays.

Popeye had gone on his holidays at this point, so we had to rely solely on the weather information on the SSB from Hamburg, which is usually accurate, but the sea areas so large and therefore making the forecasts very general. On a wing and a prayer and with sunshine and a clear blue sky - for the time being at least - we set off the next day. The wonderful F3 tailwind sailed us gently down the coast, perfetto!

For a recent birthday present, my very good friend Anne who just happens to be a fan.....atic of the Beatles sent me a tee-shirt with the words "Hey Jude" emblazoned across the front and when we arrived at our next port of call, Cameroto, I was on the bow ready to pass the marina staff the lines when they, and a boat full of Germans all chanted the song at the top of their voices....what a welcome!

Sorry folks we must continue with the story next month ED.