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# Bobcat & Catalac

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**February 2003**



**Hello fellow Bobcat and Catalac sailors every where.**



**We** hope you are enjoying the articles in the newsletter.

**I** have at last got my laptop to talk to the mobile phone. It's been a complicated process but at least I won't need to pay out for an upgrade! I am also looking into systems to download weather information from the HF Radio to the laptop, using a program called JV FAX. If anyone out there has previous experience of this or a similar program, I would be glad to hear from them.

**We** have just held our first committee meeting by email. Something we haven't tried before but it seems to be the way that things are going with all this new technology! It can save a lot of time and travelling and you can more or less sit down and answer in your own convenient time.

### **The evening meal at Scoffs was enjoyed by all.**

The new members that joined us this year were made to feel welcome. Friends old and new chatted and planned future adventures to far off destinations as the night passed far too quickly. Many thanks to Scoffs for once again making us feel so welcome, not forgetting the members who made it a night to remember.

### **Did you know !**

**The compass** was probably discovered by the Chinese in around 210 B.C. It was first used by fortune tellers before they realised its importance as a direction pointing instrument. The early compass was square showing cardinal points and star constellations but it was not until 850 A.D. that they started appearing on boats for navigation

### **Barnacles**

It's easier to dig weed and barnacles off the bottom of a Catalac than getting some of you to dig into your pocket to pay your sub's.  
How many of you are still paying the old price? **Please** put pen to cheque and send to P.Gimson,

Keep warm and Good sailing Bob Freeman : President.

## E-mail Received from Peter Thompson

Kilnacarra, 71 Quarry Road, Belfast, BT4 2NQ. U.K.  
E-mail: [pthompson@pmd19.hbs.edu](mailto:pthompson@pmd19.hbs.edu)

*Dear Peter,*

*Thanks for the continuing enjoyment I get from the Bobcat and Catalac Journal.*

*I have now defected to owning a half share in a Sunsail Fontaine Pajot Athena 38 Cat, but it was many years in Bobcats and Catalacs which convinced me that a cat was the right boat to get.*

*Your readers may be interested in the attached note on using a Navman GPS chartplotter on a Compaq iPAQ hand held computer. I found it excellent on a recent holiday in Corsica and am looking forward to using it in the Caribbean later this month.*

*Best wishes for 2003.*

*Peter Thompson.*

### THE NAVMAN HANDHELD CHART PLOTTER.

A hand held chart plotter appealed to me for use on charter boats as one can take it wherever you are going. I read an enthusiastic review in Practical Boat Owner.

I bought a **Navman GPS** sleeve (L/H picture) for a **Compaq iPAQ** pocket computer (R/H picture).

**Navman GPS 3000/3400**

Compact GPS solution for Compaq iPAQ. Comes supplied with the following software - Memory Map Navigator, Memory Map Pocket Navigator, SmartPath City and SmartPath Trip for European road and city navigation.

**Key Features**

- Adds GPS functionality to the Compaq iPAQ
- Compact flush expansion socket
- Windscreen sucker mount

**Supplied With**

Memory Map Navigator, Memory Map Pocket Navigator, SmartPath City, SmartPath Trip, 12/24v charger cable, windscreen suction mount



**Pocket Navigator**



The handheld chart plotter for land, sea and air. Pocket Navigator software turns your Pocket PC into a fully featured handheld chart plotter. Plan routes, plot GPS position, see navigation data windows - it's the most portable solution for displaying high-quality detailed charts.



I got the **Pocket Navigator** software (centre picture), the charts, and the Navman GPS sleeve from [www.maptech.com](http://www.maptech.com) in Maryland. US phone number 978-792-1000. (They delivered it in two days!) The iPAQ I bought from Dixons at Heathrow as the cheapest place I could find.





It's always been my habit to have at least two separate jobs on the go. One inside and the other outside the boat. Refitting a boat in an English winter means that you will be spending much of your day inside leaving a lot of the outside work for more benign weather. Our 900 had no internal insulation whatsoever. All of the storage spaces and cubby holes and hanging lockers were devoid not only of insulation but also the cosmetic woven cloth trim used to clad the bulkheads in the saloon. Taking a piece of this trim as a sample—the trim, incidentally, being a very pleasant, predominantly blue tweed cloth having the advantages of being both robust and multi directional, I went along to Hawke House Marine in Fareham. Hawke House specialise in providing a wide range of materials and cloths for internal and external use. I needed many square yards of matching material and also what seemed like a mountain of insulation. Hawke House advised me well and were helpful and informative.

I bought large quantities of a closed cell foam insulation and the adhesive that goes with it. On this point, if anyone contemplates fitting insulation, before using the adhesive wear a good quality mask. Without it and working in confined spaces you will be as high as a kite. It is also a good idea to ventilate the working area with a forced draught from one or two electric fans. Everything that could be moved was moved from the boat giving me access to all the internal bare GRP surfaces everywhere. Water puddling from condensation was a constant problem in the port and starboard forward hanging lockers. After they had been lined with insulation – working inside probably compared with the conditions in the black hole of Calcutta – and lined again with cloth trim and then were equipped with solar powered ventilators in the deckhead, we never again experienced a condensation problem in these lockers.

A word or two on solar vents.

On the whole they work well. I would not describe them as robustly engineered. They need to be fitted and handled with care. So far, within the last two years I have replaced two – at no cost to me. The faulty units were returned, in one case, outside the warranty period. The manufacturers did not quibble. These ventilators do a good job. They can be completely shut during bad weather or when washing the fore deck.

The closed cell foam lining applied to all bare internal GRP surfaces provided two benefits; noise insulation, making the boat quieter in its passage through the water and thermal insulation, providing a barrier to heat transference and therefore in combination with increased ventilation preventing that ever present boat problem – condensation.

Once the final layer of interior cloth trim had been glued in place the internal appearance of the boat was changed and much enhanced.

Gilding the lily slightly, I bought twelve number, twelve inch, 60 watt soft glow strip lites and fitted concealed lighting, individually switched, to all the cubby holes and stowage pockets throughout the boat. At night they look pretty impressive, as well as enabling us to readily see what is stowed in some of the deepest recesses. Fitting concealed lighting is something I would recommend. It has an effect out of all proportion to the time, effort and expense involved in the fitting.

Our 900 lacked a 240v ring main; so I took the opportunity while fitting the concealed lighting to install a new residual current device (RCD) and run a ring supplying twelve double 13A sockets.

I know that twelve sounds excessive – and doubles at that – but believe me they all get used. Each engine compartment has one double each. Each double supplies a plumbed in battery charger, leaving a socket for either a lead lamp or power tool etc., - very convenient.

Two double sockets were fitted in the galley. One socket for a plumbed in microwave, one for an electric kettle, one for the fridge and one spare.

Each of the three cabins has a double either in, or adjacent to, with others spread around the boat in convenient places.



To be continued .....

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.....BOB'S...MOD'S.....

**Inboard Engine Flushing System**

If you are laid up ashore and need to run your inboard engines, either to flush them out before laying up or just for test purposes, then this article is of interest to you.

First obtain a 25 litre container and a length of hose pipe.

Fitting the container depends on the type of exhaust you have coming out of your transom. If it is of the male version then you can cut a hole near the top of the container and slide it over the exhaust. If it is of the female variety then you need to fix a piece of tube to the container that will slide inside your exhaust.

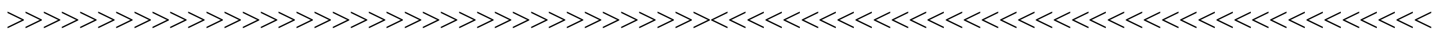
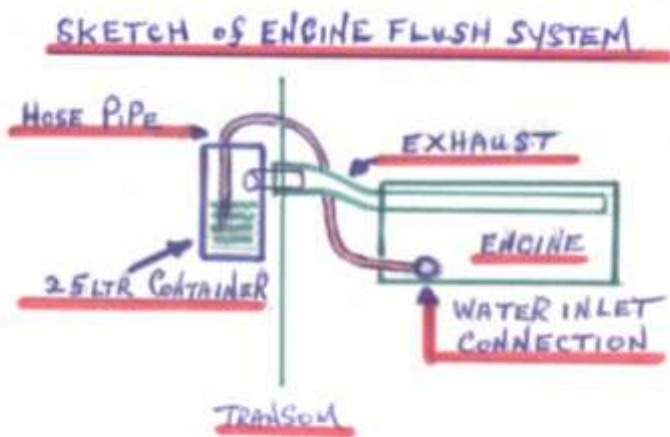
You will also need to have a line securing the container to the transom/rudder.

The other item is a length of hose pipe, which will go from the container to your engine. You will need to identify your engine cooling water inlet assembly, and disconnect this so that you can replace / connect the hose pipe from the water container direct to the engine .

With the container 1/2 full of water and the hose pipe end submersed in the water, make sure every thing is safe and clear before starting the engine.

Check that the water is circulating. Let the engine warm up to running temperature so that the thermostat will open, other wise you will not flush the engine completely.

When you shut down your engine you may want to drain the water out, this may depend on your particular engine as to how well you can do this but before shutting the engine off just lift the hose pipe out of the water in the container to drain some of the water out of your engine, but do not run the engine to long without cooling water as it will damage the water pump impellor.



**The Ahart Odyssey**



By Dan & Jan aboard "Sojourner CL.12.10"

**Chapter Twenty Eight**

*Thick darkness shrould earth and sky-  
 When on the whispering winds there came  
 The Teton's shrill and thrilling cry,  
 And heaven was pierced with shafts of flame!  
 The sun seemed rising through the haze,  
 But with an aspect dread and dire:  
 The very air appeared to blaze!-  
 O God! The (sky) was on fire*



That was an extract from the poem "The Prairie Fire" by George P. Morris an American journalist, poet, playwright and author of the early 19<sup>th</sup> century. His poem, "Woodman spare that tree," is his best known poem. Morris was known as General Morris, not because of a military career, but because of his commanding personality. He lived from 1802 to 1864 and founded the New York Mirror in 1823. I substituted "sky" for "prairie" in the last line. It seemed an appropriate exercise of editorial license while musing about some way to describe ***the launch of the shuttle Endeavor.***

We had never seen a shuttle launch, except on television and we had waited for months to see this one. Endeavor lifted off just after 2200 hours on November 30<sup>th</sup> on a pillar of fire and a roar that shook the deck of Sojourner even though we were floating nearly three and a half miles away. The U.S. Coast Guard keeps boaters and other onlookers at a safe distance during launches. But we studied our options and located an area off the Intracoastal Waterway due West of the launch pad that provided an unobstructed view of the launch facility. Interestingly, we were approached by a French family that was cruising the East Coast about a good spot from which to see the launch. The wife's English was pretty good, but her accent made understanding her a challenge. We were also looking for a good spot, so we got on the radio and called the Coast Guard for suggestions as to the best viewing location. They were very helpful and gave us good information, which we shared



with the French family. It is understandable that any attempt at speaking the local language by foreigners is responded to with generous offers to help. We knew how hard she was trying to communicate and we were more than happy to go out of our way to assist. They did not choose the same location to watch the launch as we did and they headed out to their selected area. We picked our spot and were joined by fifteen other boats and we saw at least two dozen small planes circled overhead as launch time neared. We arrived early and were treated to a beautiful sunset in a crystal clear sky. After the sun set, huge floodlights lit the launch gantry and shuttle. We could clearly see the launch pad, the shuttle and its huge orange external fuel tank. It was an otherwise dark night with a new moon that had set before the launch. We could hear no sound at all. A few seconds before launch we studied the scene through our binoculars. When ignition occurred, the flame was so bright, we had to look away or stop using our binoculars. It was like staring into the sun. The shuttle rose slowly on a column of flame that steadily lengthened as the ship rose. Still we heard nothing. We estimated that the shuttle was

about five thousand feet in the air and seven to ten seconds post-launch when the sound from the launch pad finally reached us. Initially it sounded like a dull rumble from a great distance, but it became louder and louder and louder still until it was deafening. The shock wave and subsequent vibrations from the shuttle's engines could actually be felt through Sojourner's deck even though we were floating a mile off shore. The roar slowly subsided as Endeavor rose higher and higher and the engine flame grew steadily dimmer. We watched the separation of the booster rockets and watched as the ship arced over into its orbital trajectory and finally disappeared below the horizon. The main engines were still burning when we finally lost sight of Endeavor. We could only imagine how thunderous the noise must be and how the ground must shake on Cape Kennedy itself during a launch. This was an experience to remember for a lifetime and one we wish everyone could experience. The sight, the sound and knowing that the shuttle is an American project left us with feelings of pride and wonder at the awesome complexity and enormity of the program.

After the launch, we returned to Melbourne to visit friends and finally left the area on Monday, December 4, 2000. It was a cold and blustery day with a steady wind from the North. Since we have only a small electric heater and the stove on board, for warmth, we were ready to head South.

Sailing out in the Atlantic was ruled out as being too rough with the North wind blowing against the Gulf Stream, so we stayed in the Intracoastal Waterway and motor sailed for three days until we finally reached Ft. Lauderdale on the afternoon of Thursday the 7<sup>th</sup>. The trip was uneventful except for two stops we made. One stop was due to heavy rains. Ordinarily, we wouldn't stop because of rain, but we were in an area where the waterway was fairly narrow and we felt it was prudent to get off the waterway and anchor until visibility improved. We also had a cooling water intake clog and had to stop to clear the grass and debris out of the filter. The wind and rain had stirred up quite a bit of material that was floating on the water. When the water intake became clogged, the starboard engine began to overheat, the alarm sounded and we had to shut down the engine to correct the problem. Fortunately, we were in an area, where we were able to get off the waterway and anchor for a few minutes while we corrected the problem.

The weather steadily got warmer as we continued South and we really enjoyed the beautiful sights along the way. There are a surprising number of undeveloped areas that are either parks or wilderness areas that are set aside because they are wetlands or wildlife sanctuaries. But of course, there is a great deal of development also including an incredible number of high-rise condos and apartments. This area of the waterway has a great many draw bridges that open only at certain times, so a good bit of time was spent waiting for bridge openings, but that was a minor inconvenience. Eventually all of the drawbridges will be replaced with high rise (65 foot clearance) bridges that will not impede water traffic. As one would expect at this time of the year, most of the traffic was boats heading South. A surprising number of which are from Canada. By and large, the Canadians are friendly and safe boaters, *but some don't seem to understand common boating etiquette. But then a lot of Americans don't either.*

Most states still do not require a license to operate a boat, so many boaters don't bother to learn anything about safe and courteous operation of boats and just jump in and take off. For instance, powerboats are responsible for any damage their boat's wake creates, so the proper thing for a power boater to do is to slow down when passing a smaller boat. Ninety percent of boaters do this, but every now and then some irresponsible driver zooms past and all the smaller boats rock and roll until the wake subsides. (this is a problem the world over) Sometimes people get on the radio and complain, but by and large it is an aggravation that little can be done about unless a Coast Guard or state Marine Patrol boat is in the vicinity and actually witnesses it.

Once in Ft. Lauderdale, Sojourner was surveyed for insurance purposes. This was called a Condition and Valuation survey. The insurance company wanted to be sure that the insured value was reasonable. The surveyor checked everything from Coast Guard documentation and bill of sale to dates and serial numbers on the engines to dates of the most recent inspection of the fire extinguishers. He also cycled all of the through hull fittings, tested all the electronics and generally gave the boat as thorough an inspection as he did before we purchased Sojourner. The survey took over two hours and the only thing he omitted, was a sea trial and hauling her to inspect her hulls. He accepted the receipts from our recent haul out as evidence of that having been done. We used the same inspector we had used before we bought Sojourner, so he was familiar with the boat and us. This certainly made the process faster and smoother.

With the survey behind us, we continued South to North Miami, where we had our life raft inspected and re-packed. We have an automatically inflatable four-person life raft that must be inspected annually. It is a really neat device that looks like a floating tepee when fully deployed. When not deployed, it resides in a container that measures about two and a half feet long by one and a half feet wide by one foot thick. When tossed in the water, a lanyard activates a cylinder of carbon dioxide that is compressed to over a thousand psi, which inflates the life raft in about five seconds. The raft contains emergency water, food, motion sickness pills, first aid kit, flashlights, knife, air pump and signal flares. All of these items, plus the inflation of the raft must be inspected. Out dated items are replaced and the whole apparatus is repacked in its container. It is about a three-day job, in that the carbon dioxide cylinder has to be sent to a laboratory for testing and recharging. It is a device we hope we never need, but it is nice to have it on board. Catamarans are supposed to be unsinkable, but I'm not sure I want to test that theory.

As soon as the weather permits a comfortable crossing of the Gulf Stream, we will sail to the Bahamas.

Stay tuned.



