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January 2003



Hello fellow Bobcat and Catalac Sailors every where.

Welcome to the first month of the New Year. Compliments of the season to you all from the committee. We hope you had a very enjoyable Christmas, and Santa bought you lots of new toys for your boat. Because of feed back we have received from the Tip of the Month section we ran last year, we are re-running some of the maintenance checks especially for new members, and a reminder for us all. I see that some of you are viewing the web site www.bobcatandcatalac.btinternet.co.uk and thank you for your emails on ideas and improvements. If I have enough data coming along I will try to update it each month but we will just have to wait and see how things go. I am also trying to put some articles together for the newsletter. Peter has asked for some information on different types of heating. I am also looking into ideas on obtaining accurate weather information, making the most out of your basic GPS, different types of main sails and fittings and a re-run of the mast lowering information. We are grateful for all your great sailing stories and adventures, please keep them coming, along with your mods, tips, and ideas. We wish you fair winds and good sailing for the coming season.
Bob Freeman : President

TIP of the MONTH **STEERING GEAR**

The original must now be showing signs of wear.

Check the chain and fittings around the sprocket - they go rusty and seize up. Check the steering wires - they will stretch and eventually break. The pulley wheels (that allow the wires to get to the rudder control arm) wear and seize up. Check your rudder pintle bushes and pins for wear. You can still purchase replacements similar to the original design but don't wait until a failure occurs. Check it out for peace of mind, it could save your life! Where is the Emergency Tiller? Is it readily accessible or buried in the bilge. It's not just for show!

LPG Gas Equipment.

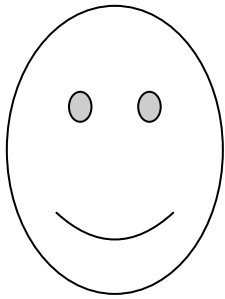
Don't forget to check your gas regulator and cylinder washers & the date on the flexi hose. Inspect pipes and carry out your pressure checks. If in doubt change it.

Don't forget

the Dinner at Scoffs Eating House (London Boat Show)
267 Kensington High Street, London

Friday 10th January 2003. 7.30pm.

For more information Please Contact Peter Gimson or Rick Harvey



WELCOME TO NEW OWNER

Antony & Elma Mc REA

23 Tregrea Beacon

Cornwall TR14 7ST elmsie@aol.com

CL.9.903 “PIPER’S DREAM”

(D.D.)

WHAT IS (D.D.)

D.D. IS A NEW CLASS FOR SOME OWNERS IN THE REGISTER

It may stand for dirt dweller if you live on the land, or direct debit if you work in a bank, or in your case stand for drunk & disorderly, but we like to think it stands for drifting & dreaming. Many more owners are joining the (D.D.) brigade so keep a sharp lookout in your register. “PIPER’S DREAM” joins the (D.D.’s) this year. If you have moved from Dirt Dweller to Drifting & Dreaming, (D.D.) group please let us know.

.....OWNER’S MODS.....

“ME & MADELINE CL. 9.906”

or

“MADELINE & I”

by John Green

January 11th. 1998 was cold. 3 o’clock in the morning, we were in a flat calm just off St Albans Head, having left Weymouth about 9.00 PM. the previous evening. The twin Volvo 2010B engines of our newly bought three year old Catalac 900 were sounding smooth and fairly quiet. With high pressure and little wind we were on track and on time for a dawn arrival at the Needles and eventually, at about Midday, we hopped to be alongside at our berth in Southsea Marina, Langstone.

Back in the mid 1960’s and having been seduced by the sight of half a dozen or so Bobcats “parked” on the sand in St.Malo – or was it--- Mont St. Michel? It matters not. I did become a member of the Amateur Yacht Research Society and much involved with what was then the developing multihull scene. I met and chatted to Bill O’Brian, Arthur Piver, Derek Kelsall, Terry Compton and other multihull designers. James Wharram at Deganny was infecting all who would listen with his enthusiasm for multi’s and of course, his own particular designs.

Part of my time became directed towards gaining sponsorship for my attempt at what would be the first solo multihull circumnavigation-to no avail. Sponsors, especially for a young untried and untested sailor were not to be found. When approached Tom and Mary Lack, to their credit did offer to sell me a Bobcat with good discount. So that was the end of that particular dream. However shortly afterwards I did buy a second hand 8m. Bobcat around 1967/8 among other boats I offered my 8m. for charter in the Med, based firstly at Antibes and then St. Tropez, which at that time was a largely undeveloped fishing hamlet. For a season or two all went well and I gained a lot of sailing experience. Political unrest in France-at the time-was never far from the surface emerged, and the tourists and charterers stopped coming.

Now I fast forward through twenty-five years or so and many different boats; sail & power: mono’s & multi’s: timber and GRP. Gaining much self taught experience in building and refitting.

Midday on January 12th. 1998 saw our arrival at Southsea Marina, Langstone Harbour, in our newly acquired Catalac 900, after an uneventful overnight passage from Weymouth. I set about preparing the boat for lift out the following day.

During the period 1994/5/6 CATALAC 900's were selling for £44,000.00 to £55,000.00 depending on specification. This price bracket should have meant that the buyer received a safe, well finished and competently engineered yacht. However nothing could be further from the truth. I use my boat as a typical example, further examination of other owners 900's by friends and acquaintances it has become apparent that *catalac 900's of that period were thrown together using a minimum amount of expertise and skill.*

I considered my boat was **not safe** for an open sea voyage of any length. My favourite description of the way my boat was manufactured was that they were built using a *sledgehammer and chainsaw!* The following list illustrates just some of the remedial work required to convert a very sound basic design into an ocean going yacht capable of taking on the very worst of nature.

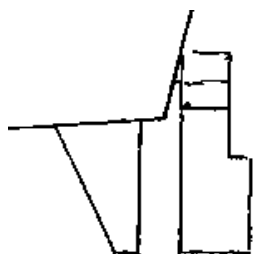


figure 1

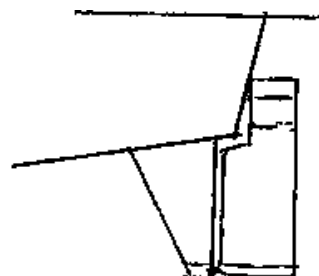


figure 2

- 1) Rudders mounted wrong way round (see figs. 1 & 2)
- 2) Rudder pintals and bushes proportions and size more suitable for dinghy.
- 3) No shoe or boot linking Skeg to rudder.
- 4) No fuel on/off taps.
- 5) No primary fuel filters or traps.
- 6) No engine coolant filters.
- 7) No fuel tank breathers
- 8) No load spreading backing pads to a majority of thru deck & hull fittings. (for lack of a suitable pad we had a deck cleat torn out while mooring alongside at Cowes I.O.W.)
- 9) Insecure nut & bolt fixings joining hull to deck.
- 10) Deck fittings disproportionally small for 30' boat
- 11) Electrical wiring a nightmare.
- 12) No ring main.
- 13) No 12V ring main.
- 14) No insulation anywhere.
- 15) Poor ventilation.
- 16) Rear deck lacking pushpit & guardrails.
- 17) Pop riveted locker lid hinges

All this and much more on a boat not yet three years old!

Knowing something of the procrastination and frustration of getting boat fabricators and suppliers to do anything in a reasonable time – that is except to give you an invoice, funny how that is always prompt.

I decided to do last things first, so using the basic, corner of the bow, front pulpit sections as a template I drew a design for a full width s/s pulpit. That, together with other drawings, details of which I will explain later, went to stainless steel fabricators, Hilsea Engineering, Southsea. After a bit of a stuttering start Hilsea did the boat proud and I recommend them; but make sure your drawings are accurate. I then removed the old though in excellent condition – bow corners and fitted them to the stern to form my NEW PUSH PIT. We are now conveniently at the stern of the boat where much of the remedial work was done. The rudders were removed, stripped of their unnecessarily light weight & under engineered fixings and examined for signs of damage, or as the rudders are constructed from 1" thick ply-for signs of rot. All was well. Using the old rudder fixings as templates, I drew up thicker deeper more robust fixings with tufnol bushes to reduce friction. I also drew a

design for a hinged skeg to rudder boot also in stainless. This when fitted became the fourth fitment securing the rudder to the hull via the skeg and providing extra security when taking the ground.

Fig1 shows how the rudders were factory fitted. I heard complaints from other 900 owners about excessive turbulence & vibration in the vicinity of the rudders when under way. The reason became apparent when the boat was lifted. The position of the rudders as fitted at the factory meant that the gap between the trailing edge of the skeg and the leading edge of the rudder was too wide, creating excessive vibration & turbulence. All control surfaces whether horizontal or vertical, aircraft rudder or indeed boat rudder should be balanced, that is why roughly 10% of the rudder mass is in front of the point of pivot. It remains a mystery to me as to how the manufacturers could get this so wrong! With the rudders positioned the right way, the steering is light, positive and without rumble or vibration.

TO BE CONTINUED

We are not responsible for any loss or damage caused by any alterations or modifications from your boats original design .
All mods that appear in this news letter are done by owners who may or may not be qualified marine engineers.



“We Are sailing with a spinnaker”

On Redouble (CL9.144) With Peter Denning,

Practical Boat Owner (PBO) have been doing a series of articles about sail trim and handling for quite awhile, mainly on head and main sails.

These I read, try to understand and then put into practise, sometimes with success, other times not!

I must admit though, that when the sails are trimmed correctly REDOUBLE does seem to go a lot better and is easier to steer.

In June 2000 PBO (no.402) they had an article about gybing an asymmetric spinnaker which was quite good except we do not have one. Then in July 2000 PBO (no.403), there appeared just after The Round the Island Race an article about using an symmetrical spinnaker without a pole. Having a decent symmetrical spinnaker on board REDOUBLE and not using it much because of the pole, this article appealed to me. Having read and reread the article, as well as studying the photographs many times, I felt that I understood what was required, needed, and how I would do it.

I found that without the pole the main could not be used as it covered the spinnaker. This is a problem on the narrower beam multi's but apart from that it was easy to use and on holiday in 2000 it allowed us to sail from Jersey up to St Malo harbour entrance. It has also been used during the weekend even for short sails.

Now for the nitty gritty, setting the system up.

The spinnaker needs a sheet and guy to each clew. The guy on either side is set up to go through a block attached to either bow roller and is then led aft to a suitable cleat preferably via a suitable winch. The sheet is taken aft outside everything else as normal for a spinnaker through a turning block and on to a winch. The sheet and guy need to be set up for both sides so it does involve a fair amount of rope. If the winds are very light nearly any old rope can be used and winches are not normally needed. Care must be taken though as the spinnaker is a big sail and can exert a lot of force.

When the spinnaker is hoisted it is sheeted in with the guy to windward and trimmed with the sheet. As you go closer hauled and haul the in the guy, the leeward one can also be used to help flatten the leading edge of the sail. The sheet is handled as normal and the sail trimmed until it is pulling nicely. You can go closer hauled if the pole is used but the majority of us are cruising boats!

It is very difficult to explain the set up and the best way is to contact PBO and get a copy of the article called Sail Clinic, Simple Symmetry, from magazine 403 dated July 2000. This has good pictures and editorial and is far better than anything that I could produce!. There is a cost and this was £2.50 in July 2000.

Copy Service, Practical Boat Owner, Westover House, West Quay Road, Poole, Dorset, BH15 1JG. Telephone 01202-440832

The Ahart Odyssey



By Dan & Jan aboard "Sojourner CL.12.10"

Chapter Twenty Seven



We stayed in Wilmington over the weekend of October 28th and 29th in order to give the new engines a good workout before we left the knowledgeable and capable hands of the local Yanmar dealer, who had installed them. The extra time also gave us an opportunity to have a farewell dinner with good friends. Our extra days were spent partly running up and down the Cape Fear River and partly tied up to the city pier adjacent to the Hilton hotel. Since it was the weekend, there were many visitors to the waterfront "boardwalk" and some would stop to chat with us. The first question most of them asked was whether we were really from Houston, Texas. The second question was, what brought us all the way to Wilmington. After breaking the ice with those questions and answers, many people would then ask where we were going next. Our answer, which was usually, South, always brought more questions and after a time we would explain that we had a general idea where we wanted to go, but after 40 years of working by the clock, where schedules and duties ruled our lives, we were now thoroughly enjoying life in a more reactionary attitude. In other words, we wanted to be spontaneous and go see what looked most interesting as opposed to following a plan. This usually elicited funny stares, but every now and then we would see a glint of understanding in someone's eyes. There would be a brief flash of comprehension followed almost instantaneously by a whimsical expression. We knew then that we had connected with someone. If we did connect in terms of common interests, we usually had great conversations about the important role boats can play in one's well being.

We left Wilmington early on Halloween of 2000. Our first stop was Southport, which is located at the mouth of the Cape Fear River, where we filled the fuel tanks and headed offshore for Florida shortly after noon. The weather was beautiful, if not the best sailing conditions. In fact, there was very little wind. But, that worked out well, because we needed to put some hours on the new engines. As it turned out, we motored for 48

hours in a straight line from Southport, North Carolina to St. Augustine, Florida. Because of the curve of the shoreline we were 45 miles off shore for a time. On average the seas were gently rolling ocean swells, but a great deal of the time we were almost on flat calm water. The days were warm and sunny and the nights were crystal clear and cool with an incredible array of stars. We took three-hour watches at the helm this time and it worked better than our usual two-hour shifts. We both enjoyed the night watches because of the magnificence of the nighttime sky. The Milky Way was ghostly bright in a sky already glowing with stars, planets, constellations, countless galaxies and other objects only a trained astronomer or perhaps only God could identify. An occasional meteor streaking across the sky in a blaze of blue, green, yellow or white gases rounding out evenings of peaceful contemplation of the wonders of the universe. There is nothing else I know of that compares with the personal contentment experienced while alone at the helm in the wee hours of an absolutely gorgeous night at sea.

We arrived in St. Augustine just as the sun was setting on November 2, 2000 and anchored just North of the Bridge of Lions, so named because of the Italian marble lions at each end. We stayed two nights in St. Augustine to rest and do some routine maintenance on the boat, which included changing the oil and filters on the engines. After buying fuel and filling our water tanks we departed St. Augustine on the 4th. and motored South on the Intracoastal Waterway. This area of the waterway is very pleasant in that it is lined with beautiful homes and wooded areas as well as some open wetlands. The country charm slowly faded however, as we got closer to the major population areas of Florida's East coast. High rise hotels and condominiums became ever more common on the waterway and the private homes became larger and more ornate. Some private homes looked large enough to be small hotels. We spent two nights enroute, anchoring just to the side of the waterway each night. We reached Melbourne and anchored just North of the Eau Gallie Bridge at 1300 on the 7th.

This anchorage left us a short dinghy ride to Conchy Joe's Restaurant pier, which is next to the Eau Gallie Public Library in the city of Melbourne. Eau Gallie, which is pronounced O-Galley, was settled in the 1860s and was annexed by Melbourne in 1969. Adjacent to the library is the civic center, which was the location of the Seven Seas Cruising Association annual meeting. We have been members for two years and wanted to take advantage of the opportunity to see what the association was all about and meet other cruisers. The organization is non-profit and encourages cruisers to share information and be safe, courteous and responsible boaters. The annual meeting included a small exhibit hall where about 30 vendors showed their products, as well as many seminars that provided much appreciated information on first aid and safety at sea, fishing, diesel engine maintenance, refrigeration, cruising the Caribbean, lightening safety, email options, insurance, sail repair, water maker operation, and even how to cut hair. We were very impressed with the organization. We got so involved we even volunteered to deliver six boxes of school supplies to the elementary school in Georgetown, Bahamas. It seems that many members collect school supplies and books during the year and then other members, who are headed to various locations throughout the world deliver them. It is a cheap way to get needed materials to children, who would probably otherwise not have adequate supplies or books. We're looking forward to personally delivering the boxes to the school. Weather permitting; we hope to accomplish the delivery sometime before Christmas.

About a thousand cruisers attended the annual meeting and the anchorage soon held over 70 boats. It was fun meeting people we had heard on the radio during the past year. In addition to the many cruisers, who came in their boats, many members drove from homes or anchorages from all over the Southeast. We made many new friends and made many promises of rendezvous in the Bahamas and or Caribbean. We even met yet another couple with a 12-meter catalac just like ours. We have now met over half the 12-meter catalac owners in the states.

We also attended a picnic sponsored by the Waterway Radio Cruising Club, which operates the Waterway Net, which is a Ham radio service for cruisers. The service includes weather reports, relays of information and position reporting as well as float plan filing. It's all volunteer work provided by interested Hams. It was great fun meeting the people we had been communicating with for over a year. Once again, we were impressed with the generosity of people and their willingness to provide communication and weather

services that would be incredibly expensive if one had to pay for them. The generosity of other members, who had cars and provided transportation for shopping, was also greatly appreciated.

After the meeting, we stayed at our anchorage for a few extra days to pick up our mail, do laundry, buy some more groceries, refill one of our propane tanks, install some new reading lights over the settee, change filters in and reactivate the water maker, change the raw water impeller in the diesel generator and adjust the valves on the new engines. The first valve adjustment was recommended sometime between the first 50 and 100 hours and then every 500 hours after that. I was a bit apprehensive about doing the work myself until I attended the diesel seminar at the meeting. With newfound knowledge and confidence the job turned out to be easier than I thought.

We also cleaned the heat exchanger for the generator and installed new sacrificial zincs. A heat exchanger works like the radiator on a car, but instead of using air to cool fluid in the radiator, it uses seawater. Seawater is very corrosive, so a zinc insert is placed in the flow of the seawater. The theory is that the zinc will corrode first, thus protecting the metal parts that come in contact with seawater. After that job, we installed the stop solenoids on our engines. The solenoids were out of stock when we had the engines installed. So they were mailed to us. A diesel engine is stopped by shutting off its fuel supply. This is usually done by hand with a simple cable that connects to a fuel shutoff on the engine. Ours have this feature, but we now have big red buttons on the instrument panel that can be pushed to stop the engines. They're most impressive.

I leave you with part of a poem by Thomas Stearns (T.S.) Eliot, an American born, but later naturalized British citizen, who lived from 1888 to 1965 and who won the Nobel prize for literature in 1948 and the United States Presidential Medal of Freedom in 1964:

We shall not cease from exploration
And the end of all our exploring
Will be to arrive where we started
And know the place for the first time.

Stay tuned.

*****UPDATE*****

Dear Peter,

We have gone sailing in the Med.

We went through the canal du midi and the canal du robine to Port Nouvelle. The latter was extremely shallow slowing us down to nearly stopping. When I get a minute to sort out my diary I will let you know about our journey for the newsletter.

Hope all is well

Yours faithfully

Peter & Sue Fake

Catalac-12.07—OCEAN CARE (D.D.)



Dear David,

Thank you very much for the e-mail the other day confirming that you are holding £712.60 in memory of our dear Mother.

Having discussed the situation with those of my brothers I have been able to meet, we would suggest something along these lines:

There are insufficient funds to sponsor youngsters from the interest alone, so we would ask you to use the money to sponsor a number of 'needy' youngsters from the BH postcode area (thus within conscious area of Christchurch).

We are of the impression that the funds were collected primarily from the membership of the Bobcat and Catalac Cruising Catamaran Association, and as such, if you sponsor any individual to the sum of £100 or more, might we ask he / she write an article on their sailing trip for the BCCA monthly newsletter, so that the donors can be reminded that their contributions have been put to a use that Mary would have approved and encouraged.

Their stories can be e-mailed directly to me at this address, or by post to my home address.

Very many thanks

Bruce

******For Sale or Wanted******

Wanted-----A secondhand Volvo 120S saildrive, information to me Bernard Warden

Tel: 01296.662505

Or E:Mail bwb@bwarden.freeseve.co.uk

Also wanted dog house window supplier i.e. perspex / polycarbonate

SPECIAL NOTICE

Hurry if you quick you can catch the post today with your stories and cheque made payable to B.C.C.A. for this years subs. and send to P.Gimson.

“MARINE WATCH”

The Association is updating the register and would like to include your boat's Mooring, Berth, or Port, in the register if it has changed.

Advertising space is also available at £30.00 per half page £50.00 per page for any one wishing to advertise their skills or business in the annual Register. so please let us know. Contact: Bob Freeman / Peter Gimson