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As you know the New Year has started off rather cold & wet, with a lot of flooding. We have even found it necessary to put on welly boots and oil skins to take our sons dog for a walk. I am still waiting for the weather to improve before I start fitting my new hatches. I expect Peter, our secretary, is also cursing the weather as he tries to get on with fitting out his new 8m.

Here are some dates and updates for you to think/comment about.

<<<<<<B.C.A. FORTHCOMING EVENTS>>>>>>

<<<<<<WE INVITE YOU TO JOIN US IN>>>>>>

Dear Peter,

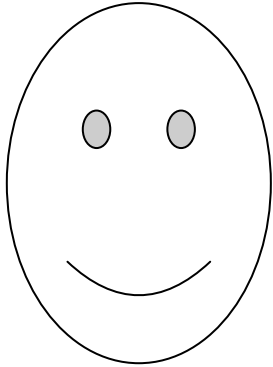
Further to our face to face meeting I have firmed up with Helen Church of **The Haven Bistro** which is situated within **Lymington Yacht Haven, Kings Saltern Road, Lymington**, for lunch on **Saturday 5th.April** in The Snug at 12.30.pm for 1.pm. they do a two course lunch for £8.95 or choose off the menu. She will send me details nearer the time. We need to give her an indication of the numbers about a week before. She can also accommodate in "The Snug" a committee meeting at 11.am. May I also suggest that Bob, in March news letter invites members to join and meet the committee for an informal lunch at **The Haven Bistro** etc. which is well sign posted by following the brown signs marked "**Riverside Marinas**" at every entrance to Lymington until one reaches the sign that says says Lymington Yacht Haven (also a brown sign). Once inside the Marina there is plenty of parking spaces (I will be forwarding you plans) and make for the central Marina Office and Restaurant Building (the name is on the second storey side). May I also suggest that he details the **Rally in Bembridge** for w/end **3rd/4th May** and the proposed supper during the Southampton Boat Show which is between 13.09. and 22.09.

Regards Jeremy.

We have two new members joining the fold this month. The first has been away cruising the Med. for a couple of years. The other has been refurbishing his Oceanic 30 Sail No. 70 at Gosport.

We wish them both fair winds and fine weather for the coming season.

WELCOME TO NEW OWNERS



Martin & Anne ADAMS

10 Torview, Tregadillett, Launceston,

Cornwall PL15 7HB. mrjadams2000@yahoo.co.uk

CL.8.130 "JO JO" (Cargreen River Tamar.)

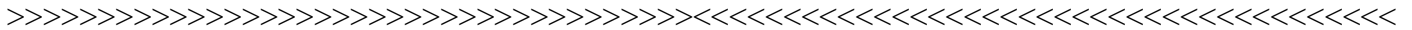
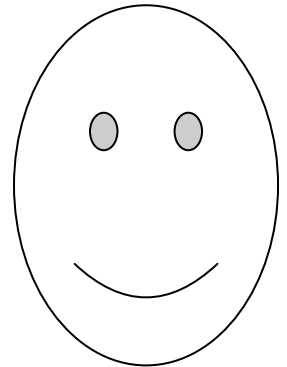
&

Karen & Howard SCOTT

1 Heathside, Esher,

Surrey, KT10 9TD. kandh.scott@ntlworld.com

Oceanic 30 "CARIANA" (Gosport)



[E-mail reply to the USA from the Med.](#)

Hi Richard,

I read your note in the BCCA February News Letter.

I have a 1998 Catalac 9.116 "SAMEN EEN" which has 2 Volvo 9 hp single cylinder engines. I completely overhauled them last year in preference to buying two new engines. What I can say with honesty is that they are fine to get you about. In the clam they move "SAMEN EEN" at around 6 Knots. In a chop the speed drops to around 5 knots. The problem lies in an adverse current. The engines do not have enough reserve to overcome a strong current and speed drops drastically sometimes. I was last year travelling to Sicily from Malta and got caught in a total calm, my speed dropped to around 3.5 knots due to a strong current about 10 miles off Malta and we had to suffer this condition practically all the way to Scoglitti on the southern coast of Sicily.

In my mind it really all depends how you use the boat normally. If you go for fairly long distances then I would prefer larger engines because the Catalac does require a decent wind to get her going at a good pace due to her moderate rig and heavy weight for her size. There is however a good point to every negative one. The Catalac's weight means that she is not built flimsily like the boats of today and the smaller engines make for an astoundingly economical boat.

Once you get used to the limitations of your boat you can make allowances. I am pleased with my combination and do not plan to change my engines in the foreseeable future.

I hope that my comments have been helpful and please do not hesitate to contact me should you want to ask further questions.

Regards

Joseph Psaila-Manche
jpm@onvol.net

cleaning or changing components such as the glow plug, fuel strainer and the miniscule, size of your small finger nail, fuel filter. I too, had my share of problems, ranging from a more than damp printed circuit board, to the aforementioned fuel hiccups.

Enlightenment! Apart from fitting a waterproof cover to protect the PCB from moisture penetration, I decided to made a new fuel tank and provide a separate and dedicated supply.

The heater drew its fuel from the port-hand diesel fuel tank. The problems that affected the continuous working of the Eberspacher stemmed from the use of dirty or contaminated diesel fuel. Whether the contamination was present in the tank and then clean fuel was added which then became dirty fuel or it was just plain dirty fuel, I've yet to discover. Since I have separated the Eberspachers fuel supply and fitted filtered diesel water separators I do not have a problem with either heater or engines. Eberspacher UK agents revealed that their preferred route for successful continuity was the use of paraffin fuel in its own tank.

I measured and drew up a design for a 'see through' poly carbonate fuel supply tank. A three and a half gallon container was the result. Complete with screw filler and fuel pick up pipe, the tank full of paraffin would last about three weeks on an almost continuous 50% power setting. The tank was bolted, through its preformed lugs, to the bulkhead separating the fuel tank wet lockers from the engine compartments. Leaving nothing to chance, I renewed the fuel screw and tiny fuel filter. Making sure there was sufficient power in the batteries as indicated by the voltmeter. I started up. Success! I must say that I've experienced no problems at all since changing the Eberspacher to a paraffin based, independent fuel supply.

A word or a few about the particular application of warm air blowers to multihulls.

The interior space of multihulls is generally constructed on different levels. On our Catalac 900 we have four outlets for warm air propelled by a 3kw heater. All of the outlets are located at the lower levels in the hulls and cabins. The result is a very comfortable background of warmth circulating at the lower level of the boat and then rising. Everything in and on the boat is dry with the wall mounted hygrometer measuring an average of 30-40 percent humidity. For most of my working life I've kept a diary and old habits die hard. From day one of the 900 refit, I've kept a diary recording the work done, the time spent and the cost of materials. Apart from a means of reference, the diary will provide any future owner with a ready made comparison of time and cost as well as evidence of work done. The diary also contains my brief comments about day to day weather conditions recording whether it was wet or dry, bleak or sunny. I would recommend anyone starting a refit to keep a diary. If nothing else, it's an excellent aid to memory.

Reference to the diary revealed a comment about dry settled weather permitting me to start some outside work.

The deck hardware – cleats, fairleads and other through deck fittings were either too small or lacked load spreading backing pads. In particular, the cleats were of the two bolt fixing variety and were inadequate for a thirty feet vessel. Additionally, the boat lacked an adequate cleat up front for tying off the bow anchor and a stern cleat for the kedge. I bought eight new ten inch, four bolt fixing cleats and set about installation. It wasn't easy. The stern cleats could be reached and fixed only through the stern wet lockers. Arms, three feet long would have been useful. Working at full stretch and with finger tips just in contact, the job was eventually done. Of all the deck fittings, just two had backing pads and they were ply. I understand that most boat manufacturers use some strong, non ferrous material such as aluminium or indeed ply as backing pads. I decided to use something different. Something that would not rust or rot; would not soften or become porous. I chose the material. I'm not sure what its chemical name is – that kitchen chopping board is made from. The bolt or stud heads or nuts are lodged and tightened against penny washers. These deck fixings have now been in place for four years without any problems.

Earlier in this chapter I made mention of diesel fuel water separators. Let me go back a few months to the time of my pre purchase boat inspection. In common with many people, I sometimes look, but don,t see. I'm slightly ashamed of this next admission. When I checked the engine compartments, I failed to see that each engine lacked any kind of water cooling filter. I didn't know it at the time, but this was to have expensive consequences later on. By the end of the summer of 1998 most of the outside work requiring the boat to be out of the water had been done. So, anxious to check the boat at sea during the remaining days of good weather and daylight, we were lifted and placed back on the placid water of Southsea marina. Not a particularly intelligent thing to do. The next day saw us motoring past Langstone fairway routing to Bembridge. Those of you who were at sea on the Solent during the summer of 1998 will probably remember – I will never forget – what seemed like, horizon to horizon, or if you like, wall to wall carpeting of floating green weed. This, if I remember correctly was the notorious Japanese? floating anchor that would stop the QE2 in it's tracks.

Our engines are fitted with temperature sensors, fortunately, first one engine, then the other squeaked pitifully. Luckily, the tide was on the flood so with a combination of sail and careful alternate use of now cool engines we were able to return to our marina berth. I set to work stripping the cooling system. I found the houses, waterways, water pump and heat exchangers to be solidly filled with minced, compacted weed. I remember this time most clearly because it coincided with a period of Indian summer with the temperature around a very sweaty 80 degrees and working as I was in the engine bay measuring about 4' x 4' x 3' without the benefit of a cooling breeze. It took about a day and a half to clear each engine and reconnect hoses etc., I then did something sensible at last and drove over to pump specialists Aquafax Ltd on the Hamble. I described the problem and they advised fitting admiralty type brass in line filters on the inlet supply hoses from the sail drive sea cocks. This I did and they were successful – too successful. The problem was the very fine mesh filter. These filters could be removed and cleaned and so they were – frequently. The mesh was simply too fine. I was cleaning once or twice a week and becoming very expert. At about this time people were commenting on my apparent sun tan. I explained that this was less likely due to the benign weather but more to the rush of blood that goes with spending your working day head down in the engine bay.

I removed the admiralty in line filters and bought two Vetus water strainers. These, when fitted provided the correct and practical solution. They are of the glass bowl, see through type. I no longer have to peer over the stern to check exhaust water circulation. Just lift the engine locker lid and there it is for all to see, water chuckling and bubbling in its little bowl. I haven't had any water circulation problems since; but then, I haven't seen much weed, Japanese or any other nationality. The filtration saga isn't finished.

In the next chapter I'll describe the problems that arose from three years of engine use without the protection of proper and adequate fuel and water filtration.

. From 1 January 2003, marinas are legally obliged to charge their customers the same price per unit of electricity as they themselves pay to their electricity supplier.

How much are you being charged in the U.K.?

.....OWNER'S MODS.....



BOB'S BIT
COOL CAT OR HOT PUSSY



Over the years we have made do with a various assortment of heaters for warming the boat during cold spells, we now felt it was time to fit something of a more permanent nature. We had a look around at our options, which where really down to 3 types, Diesel, Paraffin or LPG (calor gas). As we use petrol for the engine and Calor Gas for cooking, we decided to look for something suitable powered by gas. We came across what was called the Carver P4 supplied by Whispare Ltd. Of 10 Abbey centre, Premier Way, Romsey, Hampshire.SO51 - 9AQ

It worked on butane or propane and could be set to work at pressures between 28 - 50 mbar with an output of between 29 m3h to 2.2 kw. Also using a 12volt dc supply at between 1.2 to 2.5 amps
It was thermostatically controlled with an internal air return system and can also be used for cold air circulation. It also had various other safety features fitted.

It came complete with all fittings, instructions and templates, with options on lengths of vent pipes.

Our main problem were to fit it? I gave this a lot of thought, it could have gone in one of the stern lockers but I

felt it was a little vulnerable there, I found an ideal space in the steering locker under the drive sprocket
Considerations!

Although limited space for fitting, it was ideal for both gas and electric connections. I made up a board and mounted it to the rear bulkhead and then mounted the heater on the board. I had previously fitted a gas pipe from the gas locker to the heads so I was able to tee into this for the gas connection. I was able to fit intake and outlet vents on the front facing bulkhead. The exhaust outlet and the combustion air intake fitted through into the port cockpit locker where they were vented to atmosphere, fitting swan necks in the pipes to stop the ingress of water.

Although I only fitted one internal outlet, there was provision for an extra one that I could have run forward to fit in the heads or front cabin area, I still might do this at some stage in the future.

We have found it to be ideal for our needs both in hot and cold weather.

Keep warm and good sailing Bob Freeman: President.

“We Are All Going On A Summer Holiday”

With Peter Denning, On Redouble (CL9.144)

Friday – saw 2 cars arriving at Redouble carrying 3 people, 1 large inflatable, new main batteries and other sundries for a 2 week summer holiday. The idea was to see the West Country in more detail by getting down in 2 hops to Falmouth and then day sailing back via all harbours

Saturday – started with all going in different directions for various shopping ideas. The worst was finding a 4.5 Kg calor gas bottle. Every where had sold out apart from a small traditional Iron Mongers, the last place that I tried.

The weather was mild & turned muggy at lunch time with the hint of rain.

Mid afternoon saw us departing Christchurch with the ebb tide to take us down to Studland. This was slow due to our attempt at sailing! The sun was out though so it was a pleasant time and we arrived early evening. The crew insisted upon a visit to the Bankes Arms P.H for a quick drink, I felt obliged to accompany them.

Sunday – started with a clear sky and carried on that way all day. As the forecast was settled for the next few days with mainly northerly F2/3 winds it was decided to catch the ebb again to take us past the Bill of Portland towards either Salcombe, Plymouth or beyond.

Monday at 0400 hours put us south of Salcombe with very little wind. The forecast was still settled and we had managed to take turns at sleeping always leaving 2 on watch. The target was now Falmouth. By Eddystone lighthouse we were joined by a pod of bottle nose dolphins who tried to swim our bow wave. What a sight, the water was so clear – a change from the murk of the Solent. Falmouth was achieved by early Monday afternoon.

Tuesday was a lazy day topping up the stores (gin & tonic) and motoring to Mylor marina for petrol. Redouble is powered by a 30hp Honda outboard – cheap to buy but expensive to run when compared to diesel.

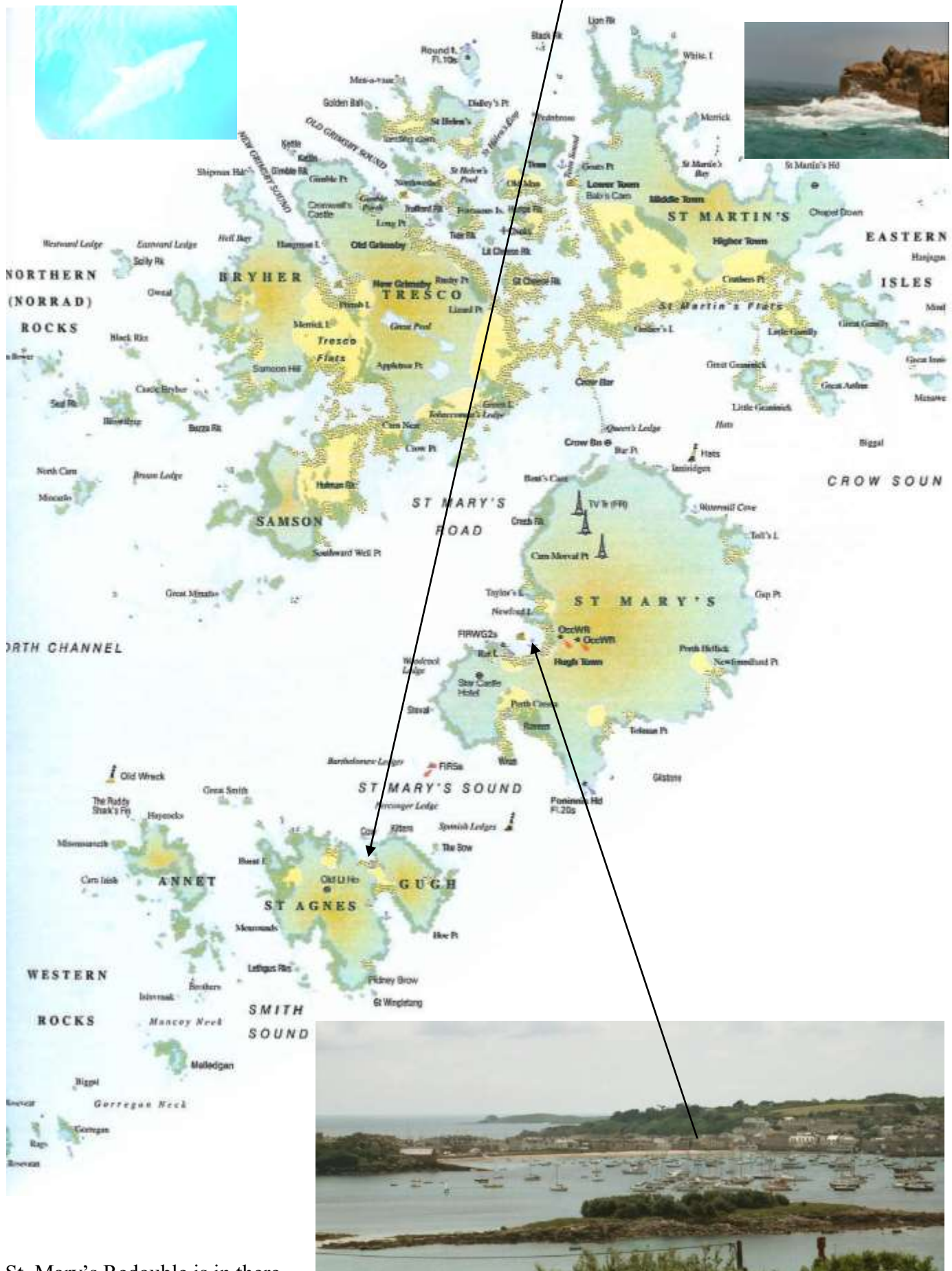
Tuesday evening was spent at the Pandora Inn, Restrouguet creek where we picked up one of their curtsey buoys and ate and drank early so as to be ready for the early (0400 hrs) start on Wednesday to head to the Isles of Scilly.

(This destination was finalised upon Monday / Tuesday due to the settled forecasts. We had talked about it before the holiday but we always felt that it was a dream.)

Wednesday – the alarms went at 0345 hours and we slipped the mooring 15 minutes later, tea with sugar always tastes good at this time of morning! The forecast was variable F2/3 but we seemed to have a north'ly F2. This meant that to reach the Isles Scilly in daylight we would have to motor sail. The Mancles looked so

tame as we went past them, nothing like their reputation. The sea went totally smooth as we approached the Isles and we ended up dousing all sails and just motoring with a slight swell.

Most items are available on the Isles, the choice is restricted, and in some cases expensive i.e. petrol at £1.09 per litre. (Dolphin in clear water) (Port Conger) (seals swimming in fore ground)



St. Mary's Redouble is in there.

The commercial traffic going between the Isles and Lands End was constant and they were all calling up Falmouth Coast Guard to announce their clearance.

We later saw a print out at St Mary's with a month's traffic shown overlaid over the sea – solid black lines all over the place.

The Isles of Scilly look very similar to the Channel Islands from a distance and even close up, lots of rocks and greenery.

As this was our first visit we aimed at **St Mary's** and entry through St Mary's Sound and picked up a visitors buoy in the harbour. I have never seen so many buoys so close together; at one stage I did not think that there was room for us to motor in between. By the time we had moored it was 1700 hours and we all felt tired from the days sail so we ate and drank on board with another early night intended, but at 22.00 hours we were still sitting in the cockpit drinking rum.

The next morning saw the harbour master doing his rounds collecting dues (£10). From this gentleman we found out that the shops are open all day which is 7.30 a.m. to 5.30 p.m. with an hour for lunch. Living near London, all day now means 24 hours and you do get used to it! These restricted shopping hours do concentrate the mind on getting the shopping organised and done. The rest of the morning was spent finding out what was where and the best way of seeing the Island which was a bus tour and boat trip. Thursday afternoon saw us going on a guided bus tour of the island. This was done on an open double decker to give better views but it was limited as to where it could go. The tour took 1½ hours with more time parked up though this did make it easier to hear the commentary. We saw Harold Wilson's house and thought what a plain one it was for a Prime Minister. At the same time a classic car left to do a tour. Whilst the view was from lower down it would get to areas that the bus could not.

Friday saw us getting ashore by 10.00 hours for a boat trip to see Puffins, seals etc. It also involved going to see the Bishop Rock Light House (not shown on the area in this chartlet) that had a helicopter landing on it at the time. The sea only had a swell but when it hit the rocks it became a very bright and vibrant turquoise with white streaks. For the rest of the day we saw the helicopter scuttling back and fore carrying items slung underneath. The boat trip finished at **St Agnes** at lunch time, where there is a nice pub called The Turks Head serving real ale and a selection of pub food. We decided that the local bay, **Porth Conger** was a good anchorage for the night and got the next 'ferry boat' back to St Mary's to victual Redouble before heading back to St Agnes and Porth Conger. Again The Turks Head was visited, this time for an evening meal and ale. The place was still buzzing from day trippers, campers and evening trippers from the local 'ferry' boats and also from the yachts anchored near by in **The Cove** which totalled around 20! The food was well cooked though the menu was limited but it is only a small island and a small population. Once most of the day trippers had left the locals turned up having finished racing the island 'Gig'. Gig racing is expanding in popularity and the world championships are held on the May Day bank Holiday on the Islands. This year teams came from afar as New Zealand and rumour has it totalled 2500 rowers and supporters.

Saturday – morning saw the wind increasing from the north and blowing straight into our anchorage which was become more exposed as the tide rose. We still had time though to walk around the other island of **Gugh** that had 2 houses, some ancient bronze age lumps of rock indicating burial mounds, and was mainly covered in gorse, heather, bracken, rock and thousands of seagulls, though not necessary in that order. The seagulls never seem to sleep as they had been screaming all night keeping us awake or are they on shift work/noise? We still had time though to fit a new deck light though the swell, amplified ½ way up the mast was making it difficult to stay by the mast and causing bruises where it most hurts!

Our next anchorage for Saturday night was to be either **Tresco or Bryher** depending on the forecast. More by luck we noticed boats anchored in **Green Bay** (Bryher), **New Grimsby Sound**. (by the dolphin pic.) The West Country Cruising Companion by Mark Fishwick said that it dried and had a sandy bottom and was a good anchorage for those able to take the ground. A motor around confirmed it being level and sandy with the bottom clearly visible in 3m of water so the anchor was let go in a clear spot. It was decided to eat and drink on board that evening which then meant that the water would of disappeared so that we could walk ashore later, across the dry sands. We decided to find Hell bay Hotel for a beer so we started to walk towards Hell Bay. After a while we found a map that showed the hotel now where near **Hell Bay** so we made our detour in the correct destination. Like all establishments on the Islands the welcome was friendly and it had good beer, though at a price.

By the time we returned to Redouble it was pitch black (no street lights) and the tide was lapping at the stern. The moon though was starting to make an appearance which gives a lot of light – enough to see by with out obscuring the stars, something that is difficult to see or appreciate near London or any other large built up area.

Sunday – another bright sunny start to the day with a north'ly breeze to keep it cool. This would also account for the lack of barbeques by ourselves and others over the last week. The sun goes down and it gets chilly. A walk around Redouble aground on the sand confirmed that the bow thruster was still in place and looking in fine shape with it's gleaming antifoul. Nearby was a pile of (possibly cockle) shells that indicated a French boat had been anchored here before us. The French seem to be the only ones who forage the foreshore for food as we have been talked out of it by the health and hygiene police.

We were now over halfway through our holiday it was time to start heading back east before the weather turned bad and stranded us. The forecast was for a north to northwest F3/4 which would allow us a good sail with flat seas once in the lea of the mainland. Fowey or Plymouth were the 2 destinations which would then allow us time to visit other ports. It was around midday when the tide had made enough to allow us to float and collect the anchor.

We left through **Crow Sound** which is mainly shallow and sandy and recommended after ½ tide only. The buoyage is simple and a bit like the Channel Islands, you only worry about the rocks covered at half tide! Once clear of the Islands the wind settled to a northly F4 allowing us to sail at 5-6 knots. This carried on until midnight by which time we had decided to head to Plymouth. After this the wind slowly decreased until dawn when it had totally disappeared. We had been motor sailing for a while, but now it was just motoring with both sails down and the autohelm keeping course and keeping us on our toes by managing to head towards the only crab pot marker straight ahead. The autohelm seems to be able to find any buoy/marker and aim at it yet when you want to pass close by one you are forever altering course.

We arrived at Plymouth at 0930 hours and carried on up to Saltash.

.....To be continued next month.



A Quiet night in a crowded St.Marys



Typical street in Hugh town on St Marys