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September 2003

Hello fellow Bobcat and Catalac sailors every where.



Southampton Boat Show is between the 12th. -- 23rd. September.

The **B.C.C.A**. A.G.M. will be held after the MOCRA supper in the

"The Round the World" pub/restaurant at Town Quay Southampton

situated next to the Boat Show on **Friday 19th. September** at 7.30 for 8.00

B.C.C.A members are welcome to attend, please contact Peter Gimson or Mike Millerchip.

WELCOME TO NEW OWNERS

Steve and Jay Clegg, CL 8.166 Witham Wanderer (Poole Dorset) 41 Fenton Road, Bournemouth, BH6 5EY. E.mail Skipper.Steve@btopenworld.com

Roy and Carol Wright. CL.8.108 Chateau Cat (Mylor Cornwall) 6 Nangitha Close, Buddock Water, Falmouth, TRI 5DX.

E.mail rmw.@truro-school.cornwall.sch.uk

>>>>E.Mail from new Owner<<<<<<<<<

Hi Peter

We, my wife Jay, and sister and brother-in-law Susan and Peter (coincidence eh?) were holidaying on Bernard Warden's 9 mtr Catalac 'Nemra' when we came across CL10.25 "CATRY" heading South. We spent a short while together, introducing ourselves, talking and being shown around their beautiful boat, before parting company for provisioning and dining out. They left early the next day and we took this photo as Ann was eating her dish of cereal and waving goodbye.

I would also add a word of caution here too. This was our first time aboard 'Nemra' and though we'd sailed her from Canet, via Argeles to Port Vendres it wasn't until we arrived there, that we were met by French Customs. They asked for our papers, and we were only able to produce photo-copies due to a slight mix up before we set off. The Capitainerie in Canet had told us that copies would be ok, but couldn't contact their Customs to check because they were on strike!

We, with fingers crossed, set off anyway and were ok 'til Port Vendres. Ultimately, our papers proved to be unacceptable, I was fined 150 Euros and we were told to stay in French waters or face even worse in Spain. Needless to say, this is one chance we won't take again, and it would be good if this serves as a warning to anybody as niaive as I was, who thinks that they may just be able to get away with it!

I look forward to hearing from you soon.

Kind regards, Steve

PS. Someone once told me that the definition of a sailor was 'a drinker with a sailing problem' Does this apply to the BCCA?

No comment» To answer would leave me in trouble either way. The sun is now over the yard arm, I must not be late fulfilling my unwritten contract with the brewery ED.

>>>>>> E.Mail from the other new Owner << < < < < < < < < < <

Peter

I asked for assistance on the PBO reader to reader Forum, and I have been given your E- mail address as someone who could possible help.

I own a Catalac 8Metre sail No 108 the problem I have is that it has a Simpson and Lawrence 401 toilet installed that is beginning to play up.

As the spares for these are now unobtainable I was enquiring if anyone had replaced the item with a modern installation and what make or model would fit?

Also I understand that it may be beneficial for me to join the BCCA please send me details.

Thanks Roy.

The SL loo is well past it's sell by date and the noise from it when it is flushed lets all at anchor know when it is being used.

The Jabisco or XM both fit and work well. They both come in two sizes the small or regular. Both fit with little effort. The Jabisco is more expensive but spares are available in most chandlers in europe. The Southampton Boat show may be the place to get the best price. I paid £99.00 for the Jabisco less than twelve months ago.

The Bobcat & Catalac Cruising Association is well worth joining.

To join the B.C.C.A. and receive monthly newsletter and register costs by e.mail costs £20.00 per annum or by snail mail £25.00. All cheques made payable to B.C.C.A.

We look forward to meeting you at a rally, BBQ or other functions.

Please write and tell us of your trials & tribulations mods. and comments on how we can improve your news letter and association.

PS Many thanks for the cheque. ED. Peter,

I must take issue over some of the tips given by Bob over anchoring. (see last months newsletter)

- 2. Most set ups have 5 metres of chain. 3 metres is not enough to help the holding or protect the warp.
- **9.** How does the bow roller and anchor winch improve your anchoring technique? It could make life easier but if you are lazy at anchoring are you likely to change.
- **10.** It is the depth of the water plus the height of the bow roller above the sea. 3 times depth is only suitable for chain and they are now recommending 4 times depth. For warp it is 5 times depth with any chain attached to the anchor treated as warp.

With regard to the newsletter is it not possible to edit some of the emails so as to remove references about dropping sails at your drive!

Overall though I like the email contents as they can give ideas for your own boat

To prevent a possible duel of "anchors at dawn" name & address has been edited out ED. When anchoring, or on the water experience and common sense should be applied at all times.

- 2. I agree most setups have 5 metres of chain.
- 9. The use of an electric anchor winch and bow roller does in my opinion make anchoring much easier and much safer.

How often have you sat at anchor and watched as another boat enters the same anchorage? Most seem to enter as fast as they can circle between other boats a couple of times, one on the fore deck the other on the helm, after much hand waving often accompanied by abuse, they either drop or throw the anchor/chain & warp, then five minutes later having pumped up the (rubber duck) they row of to the pub leaving their boat unattended, to be watched by other worried owners in the vicinity. Far safer when entering an anchorage to have the anchor and winch at the ready. Enter the area you intend to anchor going astern this has three advantages it enables the helmsman an unrestricted view:

- 1. where he is headed.
- 2. the sea bed for any obstacles or foul ground, before running over it.
- 3. Should he be heading for a submerged obstacle the forward thrust of the prop/s are more efficient at stopping the boat when going astern.

When the bottom looks good release the anchor from the cockpit and wait for it to set in the normal manner. By anchoring in this manner the responsibility is in the hands of the helmsman not other crew on the fore deck.

Have you ever anchored in deep water or do you head for the nearest Marina? When anchoring in and around the Channel Islands with a range of up to ten meters the advantages of a bow roller and anchor winch in my opinion are obvious. The strength that is needed just to lift-- not break out the anchor and five meters of chain is as much as most male crew can manage. Being lazy has nothing to do with it. You may well find a bow roller and electric anchor winch would improve your anchoring technique.

- 10. 4 or 5 times depth may be recommended but it is very often not possible in an area:
 - 1. which is crowded with a number of boats with different hull/keels shapes giving different swing.
 - 2. where the tidal range is 10 meters to do so would require an area the size of a football pitch to allow for swing. How many owners have this amount of chain and warp?

As already stated when anchoring, or on the water experience and common sense should be applied at all times. ED.

Catalac Inner Foresail Question ?

Has anyone ever tried or had any thoughts or idea's on having an extra for-sail set on the inner for-stay of a Catalac.

I have worked out some measurements and angles and hope to cut one from an old sail.

Perhaps you have used one on another type of catamaran, does it improve the aerodynamic wind flow through the slot (between the main and the jib)?

I would be interested to know. Perhaps a wasted exercise or is it?

Bob Freeman.

"More useful information about Anchors"

<><<<< E.Mail reply to July B.C.C.A. newsletter query 'Anchors'>>>>>>>

Dear Toni & Elma

Sorry do not have your surname.

We have Catalac 9.204 "Catweazle" which we bought as a sail away in 1980. Our main anchor is a Delta 10/22. The number refers to its weight in kg and in lb. We have 8mm chain with an electric windlass. The anchor stows neatly in the standard Catalac stemhead fitting despite the fact that there is no roller. Had there been a roller then the anchor would be truely self launching but, as it is, it requires a push with the toe to start it's launch. It self stows as it orientates itself as it comes up over the stemhead fitting. A small stainless steel plate fixed underneath the stemhead fitting helps to avoid damage to the gel coat.

I could talk all day about anchors as I was, before retirement, Technical Director of Simpson-Lawrence (now part of the Lewmar Group) who supply a range of anchors including the renowned CQR and the Delta. In my view, and I speak as a Professional Engineer, the Delta is the most versatile general purpose small craft anchor available today. Indeed, Catweazle had the very first Delta long before it was named so. It was developed by myself and my team over a period of 9 years and was subjected to more performance and strength testing than any other small craft anchor then and now. And one should not rely on the claims made by most anchor manufacturers as they usually quote holding power figures which relate to the best test that has been achieved and not to real life experience. You may note that neither the Delta nor the CQR are stated in terms of holding power as it depends entirely on the particular sea bed and the conditions of anchoring including tide, wind, wave and scope. It is satisfying to know that after their own extensive tests the Delta has been specified for RNLI lifeboats!

Hope this of use to you.

Gordon M. Lyall.

E.mail Gordon@lyall90.freeserve.co.uk

Many thanks Gordon. That's Brian last month and you this who speak well of the Delta.

Keep a watch this month's Southampton Boat show may well see owners carrying Delta's over their shoulders. ED.

The original Catalac anchor is a KLI

The anchor used on the 8-9 mtr. Catalac is made by KLI (and is available from J.Lack.) it looks at first glance like a Danforth. It is however not a Danforth in the true sense of the word. The flukes on a danforth do not fit well in the original Catalac deck moulding. The KLI however fits perfectly. The reason for this is simple, KLI supplied the anchors for Tom Lack Catamarans and when the deck mould 8/9 was originally made the KLI anchor was used as a pattern. It was only later that it was noticed that the flukes had been welded left to right, instead of left to left. When ordering a new anchor be sure to say it is for a Catalac. E.D.

<><<<E.Mail from a Prout Snowgoose. On passage to the Med. query 'Anchors'>>>>>>

Fortess Anchor

I have a fortress 16 anchor and your sometimes wary of claims that manufactures make of their products but I have proof that the claims made for anchoring in mud are correct or perhaps understated.

Saturday evening at 2100 i was making my way to ile d`aix to anchor out of the strong winds under motor. I heard a bang and clunk and thought id hit something. I put the engine into neutral and lifted the engine hatch to see the coupling between gearbox and outdrive was broken. I may have hit a post (bouchon) but the prop wasn't damaged. Ladybird drifted closer to the posts now becoming visible, so i lifted the leg. The tide was falling. It would be dark at 2230. So we let out the jib and keeping both persons on the bow the boat slowly moved forward and out of danger. It was a dead down wind run back to the Charente against an ebbing tide. 2245 i ran ladybird up on a slowly shoaling beach about 100 metres out i threw the anchor out.

Ladybird stopped as if I had done an emergency stop, 30 minutes later the sea had gone.

I spent most of the night checking the anchor. Being unsure of the ground, the surface is covered with soft sinking sand and i was worried that we would drag. We didn't appear to be but the boat was over the anchor with the rope between the hulls.

Sunday morning, 0830, i took the dinghy ashore to fouras port sud; i was looking for a tow. while ashore, i spoke to someone but they said the port captain wouldn't be on duty till 1500, which was when the tide would be in. Looking around the town and relaxing i went back to my dinghy to find the water was out 100 metres. I thought id have to wait till 1230 but, 1430 arrived before i was back on board.

Taking a nap i was awoken to find i had a visitor. The lifeguard for fouras informed me that the police were trying to find someone to tow me in. if nobody was available then the lifeboat would come to my aid. I should call cross-etel as they had been calling me all morning. The lifeguard reprimanded me for not keeping a watch on the vhf. After i explained about the lack of water in fouras he relented. Because i had managed to get myself off ile d`aix and was safely anchored i didn't think that i was an emergency. I couldn't man the radio as my crew was green and i was ashore.

The lifeboat from ile d'aix was called and arrived and i thought that in 15 minutes we would be safe in port. 60 minutes later the lifeboat crew were still trying to lift the anchor. They used the full power of their engines but nothing happened. Using my dinghy they took the rope around the boat hoping it would free itself from under the hulls where it was lodged. Eventually, it was free, that is the rope was shorter. The anchor was still deeply imbedded in ground. Inch by inch using the rear winch it came up, and then stopped. They asked how heavy the anchor was, 4kg I said. They scoffed, it couldn't possibly be that light. after many attempts it finally broke free. sometimes I've had trouble breaking it free. i didn't realise until then how much holding power it really had.

Greaham: Ladybird of Cornwall Prout Snowgoose.

Dear Peter

Don't suppose we are unique in finding that the foam in the deckhead lining in our 9m Catalac is disintegrating which means that the vynl is drooping substantially over the entire boat. We would welcome the experience of other owners with the same problem and in particular those who have solved it. The underside of the fibreglass is not smooth nor uniform so a straight replacement means that adhesion will only takes place where it touches and there will be air gaps between the high spots which situation is probably part of the reason for failure in the first place. Any advice will be welcomed.

We look forward to the Newsletter each month - you are all doing a splendid job and we wish you well.

Gordon & Morag Lyall.

Catweazle 9.204.

E.mail Gordon@lyall90.freeserve.co.uk

You are unique, but your problem the old age droop is not.

Any owner who has overcome this problem please let us know. ED.

Email from a Cat on passage to the Med.

Hi

I am using a **Maxsea** yacht plus blue water, electronic chart system. Maxsea use's all maps/charts available at a **cost.**

My laptop is a standard 400meg 160 meg memory 1st thing I had to sort out was to get a reliable inverter and a means to keep it cool. if it overheats it fails and the computer goes onto battery and that only lasts approx 2hrs.

I have **Maptech** charts from Holland to Nice plus West Coast of England, and tidal streams to Gibraltar.

In Maxsea version 10 you can plot, make routes, log daily events etc. In blue water you can look at how the weather effects you for your passage.

The biggest problem you have is getting computer to stay on. each time it stalls, you have to reboot.

Then you meet someone who gives you a cassette with 50 charts for free.

Charts are expensive and often not enough detail.

Currently I have reverted back to **Maxsea version 7.3** with **C maps.** its limited, you can not plot routes for future reference and there is no log book, charts are in unfamiliar colour and its frustrating doing routes as you can put in several waypoints, but it only recognises way point one.

it has all the charts of the world imprinted on my hard drive in vector. its not so good! But it was free.

I am a bit fed up at the moment I am in Bayona, near Vigo. The exhaust elbow on the engine manifold has rusted off and I am hoping the temporary epoxy job will hold, till I can get ashore and get it repaired. The yacht club could help if i was on the pontoon. Of course they finished for weekend at 12 noon. Portugal next stop perhaps...

have a lot to do today, dery, food, sleep, clean boat, etc. so more again later.

I have attached a "word document" title <u>Battery problems</u> in the hope that it might be of interest to some members and that I might get some advice.

The problem that I have outlined has never happened to me before in some 15 years of Catalac sailing.

Cheers
Adrian Alty
E.mail Adrian@nomad-travel.tv

Battery problems

One of the greatest benefits of my 10m Catalac, Nomad's Cat, is that she has two of everything. Two engines, two propellers, two rudders, two water tanks, two fuel tanks, two GPS units, two depth gauges and even two toilets. The philosophy of "if one breaks there is always a back up" has really worked, as one will always break eventually!

It came, therefore, as a rather nasty surprise to find myself floundering in the entrance of Cowes harbour without engines.

I had enjoyed a brisk sail on a down Southampton water when I attempted to start the engines prior to lowering the sails and entering Cowes. Neither engine would start!

Showing incredible skill I managed to sail around the incoming / outgoing stink boats, yachts & ferries to find a safe, if uncomfortable anchorage in Gurnard Bay.

There I tried to understand how BOTH engines failed. The only answer had to be faulty batteries but both engines have separate dedicated starter batteries. Fortunately I have a generator on board, by starting this and taking jump leads from its battery to one of the engine batteries I got both engines started.

Since fitting two new starter batteries I have had no further problems but I am still left with an uneasy feeling that as I don't really understand what went wrong the problem might reoccur. All I can think of is that, as both batteries are wired to start either engine in the event of one battery failing, one battery had failed some time ago without my knowledge and that the other battery had been starting both engines before it failed.

Are there any experts out there who could advise me if my theory could be correct? If it were then I would rather change the wiring so that one battery could only start one engine. At least this way I would always have one engine and would know if a battery had failed.

Help

Adrian Alty

You say both batteries are wired to start either engine one battery or cell may well have failed earlier. To prevent this happening -- I wired two batteries with both earth leads connected and the posative leads to separate master switches (A & B) I am sure you have something similar. I put in a third master switch (C) that is wired to the outlet side of A & B switches ie. The result is you can by turning on switch (A & C) start both engines on (A) one day and by turning on switch (A & C) start both engines on (A) another. If one battery is faulty you will soon know. Once engines are started you can either turn all switches on to charge both batteries or better just (A & B) because if both batteries are connected (A - B - C) the weaker battery will prevent the full charge going to the good battery. If you fit a volt meter you can check the voltage of either battery using (A & C or B & C) most probably one or both batteries had a weak cell dropping the battery voltage to 10 volts.

Keep us fully charged with your questions and mods etc. ED.





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

Buyers collect or delivery can be arranged.

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

> >>>>>>> <<<<<<<

If you have any articles for sale or are looking for some (little used) spares let us know. ED.

>>>>> <<<<<<<

Dear Peter.

Last time we corresponded you talked about the fitting of a bow thruster. I am very interested in this, as I would also like one.

I plan to do some mods to the bow of my boat this winter, and have the glassfibre man booked in November. I will be fitting a sort of bulbous (elliptical) bow extension and will also fit a bow thruster at the same time.

Which model have owners fitted and what are their comments on the fit, the operation, and the power requirements?

I know that "Cest Tout" has been modified with what looks like the addition of an horzontal fender in front of the bow at the waterline. My plan is to be somewhat more radical—see pics.





Your data would be much appreciated.

Yours sincerely (Mark Blades)

E.mail: mblades@ntlworld.com

94 Loxwood Rd. Lovedean, Hants. PO8 9TY Hi Mark I know of two other Catalacs that have changed the shape of the bow similar to what you intended. 1 is a 10 metre the other a 12 metre they have also changed the stern by adding sugarscoups to the stern. I have no conclusive evidence one way or the other.

The bowthruster article BY Peter Denning follows. For more info contact him direct.

OWNER'S
MOD'S
FITTING A BOWTHRUSTER
BY PETER DENNING

Redouble (9.144) has always had as its iron headsail an outboard. This until a few years back was mounted right at the stern in between the hulls. We then moved the engine position into the cockpit, the same as the 8 metre. Whilst this had some major benefits such as a full rear deck and drinks table in the cockpit it reduced the manoeuvrability by a small amount. This combined with sailing short handed made marinas and our mooring a nightmare. After much thought and head scratching it was decided to install a bow thruster. This then involved another year whilst deciding how many and which make. Eventually Vetus was chosen mainly as their product fitted our budget and size required. The few other makes around were too big and the salesmen did not seem to interested in only selling one!.

The calculations then started, which size to fit and how far forward could I get it, the further the better!

In the end it was down to the 35 or 55 Kgf thrusters. The only other difference was £100 so the bigger one was purchased.

During the summer I had be been measuring and checking where the thruster was to be fitted and at the end of the 2001 season before even being slipped had started to cut and remove the internal mouldings where necessary.

Once Redouble was ashore small pilot holes were drilled through the hull which confirmed the final position. One of these needed to be altered by half an inch to get everything looking square and correct. The pilot holes allowed a rod to be inserted so that the 6" diameter hole for the tube could be marked on either side of the starboard hull and then cut out.