

Founder



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# Bobcat & Catalac Cruising Association

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### Disclaimer

Neither the BCCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the BCCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the BCCA.

### Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.

## September 2004

### To all fellow Bobcat and Catalac sailors

#### Apologies

to the many members who have sent me e-mails and letters over the last six weeks.

I have been away sailing and I must confess, I left my laptop at home. I will try and answer all your Queries A.S.A.P. ED.

**THIS YEAR THE B.C.C.A. AGM. WILL BE HELD ON THE 11<sup>TH</sup>. SEPTEMBER.**

The Southampton Boat Show starts on the 10<sup>th</sup>. September.

Our boats are getting old and each year some items need updating or replacing. When you are parting with your hard earned cash for new equipment, this is the ideal time for you, to help your supplier, and the B.C.C.A. by offering advertising space in the B.C.C.A. annual register. The cost is only - full page £50.00 – half page £30.00. not a lot of money for the advert which is viewed by owners for at least a year.

All we ask you to do is take the supplier's name and telephone number, that is on your invoice, and a contact name will help us. We will do the artwork and invoice the supplier.

Having finished buying all the latest goodies, *Join us, rest your feet and quench your thirst*

at the B.C.C.A. supper. in the "The Round the World" pub/restaurant at Town Quay

Southampton, situated next to the Boat Show **Saturday, September 11<sup>th</sup>**. at 7.30 for 8.00

B.C.C.A members are welcome to attend, to discuss and vote on the future proposals of the association and election of the committee. Parking at the pub/restaurant was free last year.

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

**please contact Peter Gimson or Jeremy Bretherton.**

**The final event this year will be**

***THE***

**\*\*\*\*\*FROSTBITE\*\*\*\*\***

***RALLY***

**It will be held on the 2<sup>ND</sup> / 3<sup>RD</sup> October at the “Folly Inn” I.O.W.**

**The berthing master is Garry Field. Telephone No. 07887 25922**

**It is hoped to make this an annual event depending on how many members wish to attend.**

**please contact Peter Gimson or Jeremy Bretherton.**

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.As yet another hurricane, this one's called Ivan heads for the Florida with gusts of 230 kph. expected we wish both home and boat owners well. We in Europe are more fortunate in that we don't suffer from winds of that strength. I was at anchor last month and am pleased to report that in sand the fortress works. In fact despite it's lack in weight it held better than the delta in winds with regular gusts over 80 kph. The noise through the rigging was quite deafening, but the relief when the gusts dropped to a mere 60 kph. and by morning a F6 seemed quite gentle. Indeed the local weather station reported the sea state as dropping from very rough to rough then rather rough later.

I can say that neither the admiral or I are keen to be out in rather rough either.

I had two anchors at the bow at about 40 degrees apart (the fortress and the delta) and a kedge ( ie. The original danforth that I had earlier cut the ends of the cross bar off at the outside edge of the flukes this was done to enable me to stow it more easily in a locker). The kedge was on a long line attached to the stern. This was done to limit the snatch caused by the cat trying to dance from side to side. When the wind eased on inspection the delta had dragged through the sand about 4 meters while the fortress had disappeared under the sand dragging with it two meters of chain. We were joined by a French yacht on passage from Corsica, on hearing the forecast he had laid 100 meters of chain with a large bruce and attached to the rear of the bruce he had a danforth on 10 meters of chain he didn't drag either but *sacre bleu* did he dance. The reason for the danforth at the rear of the bruce he informed me was because in his experience the bruce will not dig in deep without the aid of the danforth to drag the back of the bruce down.

I know of someone else with a bruce, who has had similar experience in sand, he is also considering adding a small danforth .

I bought at the boat show last year, a NASA weatherman not to be confused with NAVTEX in it's many forms. The weatherman receives signals not from local coastguard stations like many of the others but from the German met. Office. It is simplicity itself and has several sea areas that can be easily programmed in. One of the main advantages I have found is that you, the user can get a five day forecast every day that gives the day-date- time- ie. 0600-1200-1800-0000, wind direction, wind force, wind gust, wave height in meters, rain-fog-snow etc. If that is not enough it also gives a more complex 3 day forecast. The broadcast is several times per day on 4 or 5 different frequencies, it also gives a frequency signal strength so that you can set the frequency that suits your area. It works I am informed throughout Europe and to date Despite having hidden the antenna in the useful space behind the steering helm. ( I tend to do things like this as a precaution to prevent unwanted attention from would-be thieves.) I have had no trouble receiving the weather along the south of U.K. or in France. The cost last year £229.00 after a bit of negotiation.

I must say it has been very useful this year as I can't remember a summer when I have seen so many people queuing up to read and look at the latest weather report in the hope of fair winds and favorable seas.

The summer holidays will soon be a distant memory as boats are tucked up safe and sound, central heating is switched on ready for the oncoming winter. Now is the time for you members to open your ship's log and share your mods. Tips, and stories about last season's cruises. It doesn't have to be a long cruise, we all want updates on places to visit and where we were made welcome, it would also be useful to know the charges and where cats are charged +50 or 100 percent. Having just been away for six weeks our total mooring costs were £42.00 not to bad but we could have been paying £16.00 per night. .ED.

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>>>>>>E.mail update from (Haptic Duo CL8.63). On passage to the Med.<<<<<<

Hi folks.

We stayed at Betton for a couple of days as there were gales. In the night of the 8<sup>th</sup>. Both Barry and Shirley were woken by a large metal gangway from a houseboat bashing their hull. The handrails and post box now at the bottom of the canal. We moved on the next day passing through Rennes, where we saw two ducks and a terrapin on a floating log. Stopped for the night at Pte Rean.

**Saturday.** brought much better weather and we made 6 locks and 30 km. stopping at Guipry Messac for the weekend. Lots of people parading on the quay in Bretton costumes with bands with many stringed instruments. Saw a baby otter in the evening.

**Monday,** many herons and other fishermen! They do not seem to realise the channel is close to the bank and expected us to float in 6 inches of water! We stopped at Pte Roche for lunch, a very high quay, then at Besle for the night. Truartina outside us as very shallow. Have completed the last of the inland locks, 21 km. We got to Redon marina at lunch time and met up again with Peter from 'Hustler'. There is an English harbourmaster, most helpful, and a new crane. There were fireworks in the evening all red, white and blue to celebrate bastille day.

**Wednesday 14<sup>th</sup>** we met Ed Baker (also in the minesweeping game).He had met some old friends of ours and was able to give us their new phone no. Also a wealth of information in respect to the Brittany coast.The next day we put the masts up, and most of the sails on. Had last meal with Peter who was going back to U.K.

**Friday 16<sup>th</sup>** I came back from the shops to find a hive of industry in the cockpit. Roger, Barry and Graham Talbot from Jersey were at the fuel lines etc. We half emptied the tank then took Barry and Shirley on a test run. All was well, so we can now use more than a quarter of a tank of fuel without the engine stopping. 37 degrees today.

**17<sup>th</sup> Saturday,** went into Redon. When we returned we found the dinghy badly damaged. Moved down the river to Rieax pontoon.Finnished refitting radar etc. then attempted to repair dinghy.

**Monday 19<sup>th</sup>** went through the swing bridge at Cran, and called in at Roche Bernard where we met a French couple who had just bought a 9 metre catalac. Got invited to dinner but had to decline as Barry and Shirley were waiting down the river. Anchored just above the moorings at Arzal. Acid water!

Out through then sea lock at Aral. Much fun and games as two French boats went in sideways and blocked everything up. No sooner were we clear of the river than we were join Ed by a school of dolphins. Eight hours to La Boule Le Pouliguen. A beautiful seaside town .BUT the entrance is very shallow with 5 to 6 knot tide on the flood, we had wary little water under us and turning to berth was

quite interesting! Here we said good bye to Barry and Shirley and then sailed on to Ile d'Yeu in a very heavy swell approx 3 m. weather unsettled. We stayed in Ile d'Yeu another day due to thunderstorms. Had a look round the town, where there is a wonderful fish shop with the greatest variety of fish in one place. We also found Bill Baker peering out of a shop window, so are bringing him home!

**23<sup>rd</sup>.friday.** Sailed down to Les Sables d'Orlonne in a very uncomfortable sea and poor visibility. We were glad the entrance is so sheltered the swell disappearing on the final approach.

**24<sup>th</sup> Saturday** To La Rochelle. Weather settled overnight and swell almost gone. A gentle motor sail down between the mainland and Ile de Re and under the 90 ft bridge into the port de minimis. Here we will leave Haptic for a while as we need to be home for Derek and May's wedding.

Back in September.

*Hope you are all keeping well & enjoying life.*

*Roger, Maggie and Derek.*

**Good luck, Roger, Maggie and Derek.**

*What Butane gas were you using in France?*

The reason I ask is that we know Calor is not available and we found in the U.K. Gaz the French gas refill very expensive at £12.99 for 2.75 kg. In France it is about £10.00. We noticed at the local French street markets, the stall holder's that supplied all manner of cooked food were using Le Cube. Le Cube comes in, wait for it a cube shaped container that holds 6.5 kg. of butane gas at about £8.00 a refill from a supermarket up to £11.00 from the local garage. (Most marina's don't seem to sell it, I wonder why). This is less than half the price of Camping Gaz or Calor. Being a Cube shape it is easier to store and is in a metal container with a thick poly-plastic moulded onto the metal case. This is ideal for the marine use as it does not leave rust stains where it has been sitting in the gas locker or on your clean shorts. The fitment on the top is supplied when you purchase your first cube and the regulator is either Calor or Gaz. Yippee! Another cost saving.

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**TARA DOS CL 9.09 ....gets away from expensive Capri**

**TARA DOS COMES HOME**

**Back to sailing!**

On the 15 July we got away from expensive Capri and sailed to Ischia. There was a fair wind (Incredible wasn't it) and we eventually dropped anchor under the lee of Mont St. Michael at 14.30 hrs. 15<sup>th</sup>.July. We had been given to understand that the harbour of Ischia is always full and a walk there next day confirmed the fact. It was jam packed and no way would I have liked to try and moor up there.

Ischia is a very pleasant island and the little village ashore of Mt. St. Michael is unspoiled by tourism. Prices are reasonable and the atmosphere is a happy one. The anchorage is good and one can move either side of the mount depending on the direction of the wind – but it is no place to leave your boat unattended for long.

There is a similar promontory at the south of the island – St. Angelo. There is a lovely little village there and, again one can anchor in safety either side. We went to St. Angelo for a couple of days, had a barbeque on the beach one evening and then set off towards the north. We ended up at a harbour on the west coast called Forio which was not shown in any detail either on our charts or in Denham. In fact it is a good, large harbour and later that day we sat out a strong NE blow in reasonable comfort at anchor close under a protective mole.

We didn't see much of the town – but what we did see did not impress us unduly so we decided to carry on to Ventotene. We left Forio at 13.45 hrs. and reached Ventotene at 19.00 hrs. with a mixture of gentle sailing and motoring. Ventotene is fascinating. There are two harbours – one modern with long quays and good anchoring off a sandy beach. The other is the ancient Roman galley harbour – carved out of living rock. We chose the old one – and it was crowded, with other yachts, all with the same idea as us. We tied up to which, no doubt, many galleys had made fast 2000 years ago. We walked through a tunnel carved by the Romans to a lovely beach on the other side of the headland – and we revelled in the place!

However, “the name of the game” was to get to Sardinia so, after two nights there, we set forth once again, heading for Ponsa. This was to be our setting – off point for the crossing to Sardinia.

Log entries for the trip: 1100 hrs. cast off. Course for Ponsa 290° Wind 290° !!  
1500 hrs. wind more southerly. Sailing – very close-hauled  
1900 hrs. At anchor in Ponsa Bay.

Ponsa was a delight – in every way.

We made no attempt to get alongside any jetty. They were crowded with every conceivable type of craft moored 3 astern of one another!! Why – I cannot imagine. There is a wide, safe bay and one can anchor anywhere in perfect safety. The only thing is – you have to dinghy ashore, but what chore is that?

The town is very pleasant and interesting and the coastline, both to the north and south is spectacular offering delightful bays in which to anchor. This island too is full of Roman works. There are numerous caves carved out of the rocks to provide berthing for galleys and storage for their cargoes. They really were an industrious nation – or, at least, they made their slaves do a lot of work!!

We arrived at Ponsa on 21<sup>st</sup>. July and the weather deteriorated almost immediately. Twice we went round the island to have a look – once northabout and once southabout – and found big seas and contrary winds – so each time we ran back to the comparative safety of Ponsa harbour. We felt that if there was any place where we had to wait for the weather, Ponsa was about the best. Each day we sailed up or down the coast to some little bay to swim and laze, while the wind blew its heart out on the other side of the island.

Eventually, however, things settled down again and on 29<sup>th</sup>. July we set sail for our long leg to the northern end of Sardinia – nearly 200 miles. For the first three hours there was no wind at all, that is from 0530 – 0830, but thereafter we scarcely used the motors and by 1745 hrs. 30<sup>th</sup>. July, Sardinia was in site ahead.

Quite incredible, in fact we didn't take a sun sight nor did we get a radio bearing, yet we altered course just 10 degrees and ran straight into Port Cervo harbour to tie up alongside “Bandola”, Penny's boat, at 1945 hrs. – dead on schedule.

Thus far it had been quite a remarkable trip to us. On the odd occasion when there had been contrary winds we had had time to stay in harbour and wait for a change – a thing we have never had time to do before. And we lapped it up! This kind of sailing we like. On top of that those little dolphins had given no trouble at all – and they had been used for many hours on end.

To Joan and me that seemed the end of our “jollying”, yet it was not to be so. We spent a month in port Cervo looking, without any envy, at the magnificent cruisers and expensive racing yachts sailing out each day and

coming back each night. Some of them are beautiful – not all. Porto Cervo is very much a rich man's marina, it costs quite a lot per day to go on the quay there. We, of course, anchored in the bay for nothing and nobody queried us when we went alongside to fill up with water. The supermarkets there are expensive – as one would expect – but the quality of the goods is also good. The sailing area around the north coast of Sardinia and in the Straits of Bonifacio is absolutely superb. There are little islands and bays where one can anchor in idyllic surroundings to be found wherever one sails. The prevailing wind is through the Straits from west or north west and it blows strongly nearly all the time – but all the easterly facing coast is available to the cruising man and there are dozens of places to visit.

Eventually, Barbara joined us. She had volunteered to sail back to Mallorca where she kept her catamaran “Maron”. Also Penny and Richard had a friend staying with them for three weeks – Tom Moore. He had time to play with and also opted to come with us – so, leaving Penny in “Bandola” (my lighter was now quite secure!) we had a crew of four for the last leg. Barbara of course, is an excellent crew and quite a delightful person. Tom, a farmer by upbringing and inclination, is utterly practical and reliable. He had never sailed before but had no fear of water and did not get seasick. I had no hesitation in leaving him on watch entirely on his own. So, we had a superb crew, no worries and no contentions. In fact for the first ( and only) time in the trip these qualities were to be tried if only gently!

We bade goodbye to Penny and left Porto Cervo on the 4<sup>th</sup>. September to find a nice easterly blowing ---- What a change for these parts! Our course was through the islands and on to Bonifacio on the south coast of Corsica. We had a splendid sail with the wind up to F5-6, crashing along. Bonifacio is not the easiest of harbours to identify but Joan and I had visited it (by ferry) during our prolonged stay in Port Cervo so we felt fairly certain of our land fall. That was ok, but, just off the entrance to the long narrow cala we dropped our sails and started our engines – or tried to! The starboard one gave a hiccup or two and seemed to settle down, but the port one, no way would it go. One glance in the engine compartment was enough. Water was dripping from the tube linking the exhaust manifold to the silencer!! Never—but never---before have I had that trouble and I have had Tara out in some pretty rough seas. Somehow a wave had hit the exhaust outlet strongly enough to force itself round the “0” bend into the pipe and the engine. Anyway—the starboard motor was working and I thought that that would get us into the harbour ok, so we carried on, rather slowly! The entrance to Bonifacio is very long and narrow and goes from SW to NE. The wind was from the NE, by now very nearly F8. It was howling down the cala. We crawled along, bit by bit, working our way into the harbour. Then for the first time in three months, one of the cylinders oiled up. No way would one cylinder push us against the wind – and, at that moment I looked astern and saw one of the huge inter-island ferries lining up to enter the harbour. Thank the lord for roller reefing! We rounded up, set the jib and had control, running out to sea again. In fact the ferry altered course to starboard along the coast and I thought, how very courteous of him. Of course, it wasn't for us that he waited to enter. Some ten minutes later another ferry came steaming out of Bonifacio at a rate of knots. By that time, however, we had got to grips with the problem, or, at least, Tom had. He disconnected the exhaust pipe and poured a pint of water into the bilge. Then we ran the engine with the B----plugs out and sprayed water over everything. Eventually we –sorrysorry he—put the plugs back in and tried again. After six more changes of plugs the motor ran again quite sweetly, apparently none the worse for a dose of salt water. The starboard was no trouble – a plug change and all was ok –so in due course we ran happily into Boifacio harbour....but it had been a moment of tension.

The marina at Bonifacio is crowded and, I believe, expensive, but there is a pleasant little cove on the port side as you enter, with good holding. We put in there and, being a Catalac, we were able to go right up towards the sandy beach before dropping anchor in peaceful, sheltered surroundings. Never, but never would I want a deep-keel boat. I cannot count the number of occasions on which I have taken Tara closer inshore than any other boat and have anchored in complete safety when the others have been swinging about and threatening to drag their anchors set in 3 or 4 metres.

We only spent one night in Bonifacio and then set off westwards. The north west corner of Sardinia comes up in a great horn to Caprara Point. We could have cleared that and headed straight to Menorca or we could have gone a little to the south, found an anchorage or harbour for the night, and have gone through a narrow passage in the horn and thus away to sea. We headed for Punta Caprara, keeping our options open, when we set off at 0600 hrs. on the 5<sup>th</sup>. the wind was right behind us. Just before 1200 hrs. we sighted the Punta ahead.. and had a committee meeting!

We had, in fact, been strongly recommended to call into a small town some 30 miles down the west coast, called Alghero, and this rather influenced our decision, coupled with the fact that we had no time schedule other than Joan and I wanting to be back in Mallorca by mid September. Denham mentions a small harbour facing NE just south of the base of the horn and we had been told that this had recently been developed for yachts. – So we turned left. That beautiful easterly wind, now on our beam, began to die away and within an hour we were facing into a full southerly 7! However, quick to come, quick to go! It didn't last long and not much more than an hour later we were motoring with no wind at all. You get used to that sort of thing in the Med!

The harbour Stintino was excellent. There is a long cove which had recently been dredged and had new concrete holes on either side and there was an unbelievable number of empty spaces. We tied up alongside in perfect security and comfort at 1730 hrs to be welcomed ashore by a good friend Les and his pretty, Irish girl friend Shan, who had been with us for much of the time in Porto Cervo. There is little one can say in favour of the village of Stintino. It is raw, new and not at all well-planned, but it is such a happy place. Everybody was smiling and friendly, and it was the time of the village fiesta. We stayed until the 8<sup>th</sup>. we made an attempt to get away.

We set off at 0900hrs. and motored the few miles north to the narrow passage which separates the mainland from the horn and turned westward, to pick up the transit points to guide us through. There was not much wind but the long blow of the past few days had set up a large sea and waves were breaking either side of the channel. Indeed it was impossible to identify the channel at all. To have followed the transits we would have to sail within 50 yds. Of the rocky island which was almost completely covered in spray – so I chickened out and turned tail back to Stintino. Once that decision was made there was a palpable sigh of relief from all three crew, and I called for a quick whisky! We didn't regret turning back in any way. The previous evenings there had been a superb concert in the village square – brass bands, a remarkable display of country dancing and a good disco. This evening was the last night of the fiesta and they gave one of the finest firework displays we have ever seen. The whole village and many visitors were out having fun- and we joined in.

One thing I ought to mention in case any readers go that way. Denham shows a good anchorage just near the south end of Asinara Island. On his way, Les put in there and was about to drop anchor when he was greeted by furious shouting from a group military personnel ashore. They were all armed and one put a shot over his masthead. Apparently the place is a penal colony of some importance.

There are actually two passages out to sea westwards. The southerly one, which no book says is navigable, is! Next morning four of us (yachts that is) followed a Frenchman through. He knew it well and was our willing guide – but I am not sure that I would like to attempt it without him. Once through we waved goodbye and headed south along the coast. That afternoon, 9<sup>th</sup>. September, we put into a large bay facing south – Porto Conti – and found a nice little cove. Next day we sailed on eight miles to Alghero town, still with Les and Shan in company. We liked the bay of Alghero very much and, had we had more time, we could have spent some days exploring. The town too is very pleasant and the shops are good – though we were badly caught for a round of beers at a tourist café in the square. However, time was marching – as it ever does – and at 1245 hrs. on the 11<sup>th</sup> we set off for the long leg to Menorca... some 200 miles due west.

This, I think was the most trouble-free voyage we have ever done. The wind was a little north of NW and it stayed there all day and all night, only varying between F2 and F5. Only once did we use the motors – and then for little over an hour. The sun shone by day and the stars glittered by night. What more could anyone want!!

At 1600hrs. we got a radio bearing on Mahon 260 degrees – dead ahead. At 0500 next morning we could see Cabo Favartix light and at 0715 hrs. 13<sup>th</sup>. September we entered harbour. All the way across we had kept in touch with "Mercava" on VHF and found it very cheering to exchange current experiences. Mercava is an Islander 32 and a very light, fast boat. Nevertheless he only got there four hours before we did! We had anchored in a little cove and next day collected a large bucket of mussels which Joan cooked in wine for supper. Delicious!





In my opinion the Yamaha 9.9 4stroke does only give 5 knots in a calm sea. The problem I feel is that the engine is working at near max revs. I think that the propeller needs repitching up 2. this should give more top speed.

One owner did this and is pleased with the results, But I cannot confirm the results.

I have two 6Hp 4strokes one per hull standard saildrive props I have fitted a rev counter for each engine with one engine full throttle calm sea I get 4.8 kt. at 4900 RPM. with both engines full throttle calm sea I get 6.5 kt. at 5000RPM. Maximum revs. 5500-6000 also have a 9.8HP. 2 stroke for the dinghy it is kept where your 9.9Yam is, with all three engines flat out the boat speed is 7.8kt and when the third engine is started, the front of the boat rises and the stern digs in. On my old 8 meter I had a Yamaha 25 Hp 2stroke oil injection that gave 7.5kt. with the standard propeller not a saildrive a friend had a 3cyl 30hp Yamaha 2stroke which drank fuel but gave bags of thrust he changed to a Honda 30Hp 4 stroke and has not been pleased with the thrust.

The new 9.9Hp Yamaha is I am told by members that have fitted it more powerful than the old. I know it has more cc. But if I were going for one engine I would try and up the power and try to keep the weight down buy a 15Hp 4stroke fit a rev counter so that you know how hard the engine is reving. ie the engine should not rev to 6000Rpm its not the revs that do the damage its the fact that the engine is not under any load therefore the bores polish and the engine will ware very quickly.

I believe the hull speed of the 8 and 9 Meter Catalac to be 8kt. Under power, unless one can stop the back digging in with trim tabs or similar.

Peter G.