

Commodore: JEREMY BRETHERTON
e.mail : Jeremy.bretherton@lc24.net

Treasurer: RICK HARVEY
e-mail june.rick@btopenworld.com

Bobcat & Catalac Cruising Association

Secretary: PETER GIMSON
Tel: +44 (0) 1 202 773 749

e-mail: PeterGimson@bccafsworld.co.uk

www.bobcatandcatalac.btinternet.co.uk

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.

January 2005

To all fellow Bobcat and Catalac sailors

We wish you a happy New Year.

The sailing season will soon be in full swing and we start our season with the

Our first "Meet and Eat 29th January, at **midday**

To be held in

'The Gun' at Keyhaven, near Lymington.

At this time of year the car park opposite "The Gun" is free. The atmosphere inside the pub is excellent for both walkers and sailers with log fires in most of the bars, a good selection of food from £5.95 with the choice of real ales, country wines and for the more adventurous 150 malt whiskeys. For those wishing or needing to take the air a brisk walk to Hurst Castle or across the mud flats to Lymington should help the figure and clear any cobwebs.

For those of you who have not anchored or taken a bouy in Key haven which lies behind Hurst Castle this is the ideal time to try The Gun,

However we do need to Know the numbers in your party to ensure sufficient seating so please if you are available either e.mail me or send a text to my mobile 07 971 808 777
Do it now not on Saturday morning.

Please don't forget your B.C.C.A. subs. £25.00 by Post...£20.00 by e.mail are now due for 2005.

Maintenance to the ROTO STAY - JIB FURLING GEAR on an 8m Catalac

I recently noticed that my jib roller reefing gear was in need of some maintenance, and as I was intending to stay afloat this year and I did not particularly want to have the mast lowered, I looked at whether I could do the job afloat while on the mooring.

It was not just a case of servicing the drum but also removing the aluminium sleeve that went up the fore stay.

I secured the Jib Halyard inner end to the mast and the outer end to the Anchor cleat on the fore deck for added support to the mast, I also secured the Spinnaker Halyard to the cleat as well. I put a check line from the sleeve to the pulpit to stop the fore stay falling back when released. I then removed the split pins on the fore stay bottle screw and slowly unwound and took the pressure off the fore stay, having another check before releasing it completely.

I then undid the 4 bolts securing the drum, I then removed it to a safe place to be serviced later. Make sure you also remove or secure the main body of the bottle screw, so that it doesn't fall overboard.

Then there is a little grub screw that has to be removed with an Allen key, then by holding the aluminium sleeve, with an upward pressure you can tap the bottom fitting with a hammer and hopefully the aluminium sleeve will move upwards and away from it, you can then unscrew this bottom fitting and put in a safe place with the grub screw.

You should now be able to start sliding the sleeve off of the fore stay.

There are 3 lengths of about 10 ft each, and these are joined together with an insert and a grub screw into each section, if yours has never been apart before you could have corrosion and difficulty in splitting it, each section has to be removed so as to allow the next one to slide down.

I had to do this as it was the top section that I needed to look at. Sods law.

I positioned the dinghy under the pulpit so that I could feed the end of the sleeve in to it, I also had to keep changing the check line for support.

Having got all three sections on deck I was able to clean the aluminium sleeving and the two securing inserts, one of the screws had to be replaced and the threads needed cleaning.

I then had to work out how to put it back up the fore stay ? I found a length of light line that I was able to tie a small weight on the end (I used a bolt) I then fed it through the first (top) sleeve shaking it down till it came out the other end, one end of the line then had to be tied to the bottom fitting on the fore stay, I was then able to feed the sleeve back up the fore stay, it was a fiddly job and would probably have been easier with another person to help, but by keeping pressure on the line and keep feeding the sleeve upwards, I did manage it, as each section was fitted the insert, nicely greased was slid into place and the first grub screw fitted as tight as possible, (I suppose a bit of lock tight might help, this is a solution that will help stop the screws coming out, as mine did)

As each section was added the job became a little more difficult, the fore stay had to be pulled forward and the next section being fed up from over the fore deck, and then the next grub screw fitted, patience was the name of the game and I eventually came to the last one.

When this is in place the line has to be removed and the bottom fitting screwed in to position, depending on the position of the bottle screw as to whether you can screw it all the way up or not. The sleeve can then be fed right down and the grub screw refitted, hopefully you have serviced your drum and it has been greased and turning smoothly. Reposition the drum and fit the four bolts and tighten up securely. You can now refit the bottle screw, making sure that you have tightened up the fore stay to your satisfaction, and fit two new split pins.

One final job is to check and clean the slider and bearing that rotates with the sleeve and the sail, you should now be ready to fit your sail and go sailing.....

Good Sailing.....Bob Freeman.

Well done Bob.

Another job we all should do before the drum fails or the foil tears the genoa. You are right in saying you must use a locking solution on all grub screws and fittings.

The problem with most owners is that they work on the principle of if it works leave well alone, but these items involving moving parts only work with regular maintenance. Winches, Steering, Gas pipes and valves all need regular checks. One thing you can be sure of is that steering or reefing wont fail when the boat is sat in the marina. It will always let you down in a rough sea the very time when you need it to function properly and first time.

<<<<<<<<<<<<<<<<< e.mail from Cl 10.45 "Nomad's Cat" >>>>>>>>>>>>>>>>>>>

Dear Peter,

Could you please e-mail with the association's bank details? I'll then be able to transfer my subs.

I am NOT sorry to have to decline the invitation to Keyhaven, we are off to find some sunshine in South Africa for a couple of months.

Hopefully 2005 will be a better year for my sailing trips as I am now 95% retired and so I hope to meet up with you and my fellow "Catalacers" during the season.

In the meantime many thanks for a splendid newsletter

Adrian Alty
Nomad's Cat

I have e.mailed the bank details to you. I am sure within six months you will wonder how you ever found the time to work. Hope to see you at the "Meet & Eat in February or failing that at Bembridge rally. We wish you well and also the owners of Minou Chaud who have at present found some sunshine—see enclosed extract from their e.mail—

Peter & Sue

We hope you both had a good Christmas and we wish you all the very best for the new year. We guess you have been playing Santa to the Grandchild/children. The weather here is extremely pleasant with temperatures that have ranged from 45 to 18. We swim 40 lengths of the local community pool every morning before breakfast which is keeping us reasonably fit. On the 3rd Jan we move off up the coast to a bungalow we have hired for a month so we will be leaving behind family and of course the pool.

Aleck & Chris

I think 45 is a bit on the warm side for me, but may give it more thought. I think they will find the water for swimming on our coast a bit of a shock when they return. I am however surprised their boat is still for sale and I have to say it is excellent value for money.

Offered for sale 8 metre Catalac (Minou Chaud)



This is probably one of the best up and together 8 metres on the water.

The current owners seek a new challenge with a larger boat.

**Minou Chaud Built Christchurch 1983
No. 115
Extensively Refitted 1999-2001
Valued at £28,000**

Details

- 25 hp 4 stroke Mercury engine with Electric Start and Tilt
- Fully Battened Main Sail
- Bi-radial 150% Genoa on Roller Reefing Stay
- Full width GRP Spray Hood
- Rear Gantry with Radar & Wind Generator
- Cockpit Tent covering whole area
- Hydraulic Steering & new Design Rudders
- Autohelm 4000 Pilot
- Yeoman Chart Plotter
- Electric Anchor Windlass
- 4 x 100 amp-hour Leisure Batteries
- Battery Charger wired into Shore Power
- Carpeted roof, walls & floors
- Full size Sprung Mattress
- Hot & Cold pressurised Water System
- Heating System
- 2 Gas Burner + Grill + Oven Cooker
- Central Winch
- Stainless Steel Bowsprit
- New Windows

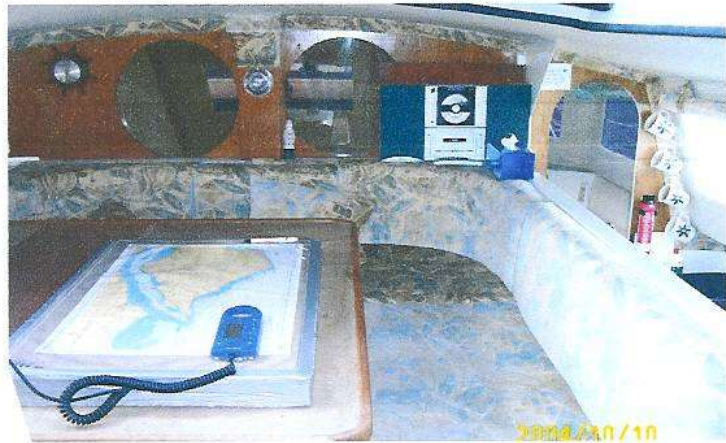
Make me an

**

offer over

**

£22k



Due to imminent delivery of new boat quick sale Wanted.

Telephone: - +44(0)1202 773749

The Story of a Single Handed Globe Circumnavigation on a Iroquois Catamaran

This is a story about Philip Corridan

who in 1991 set off alone in his Iroquois catamaran 'Alleda' Sail No 22

and achieved what most of us just dream about, a circumnavigation of the globe.

What drove me to retire at the age of 52 and sail off single Handed around the world in a small 25 year old catamaran ? Certainly not a death wish or I would have chosen Cape Horn and the Cape of Good Hope route, certainly not publicity, none of my immediate group new I was going and no sponsorship was sought or offered, and the entire cost being met from my savings. I could produce a list of reasons but they would not scratch the surface of the question which this preface started, it cannot be surprising that an occasional individual develops the urge for adventure by sailing over the horizon.

Why did I do it ? something that builds itself through life and You realise its inside you, if WHY is so difficult to answer, then When is easy. Creeping regulations appear to be leading the sailor towards licencing for himself and his boat. I thought that Alleda and I could do it and if I left it much longer then as physical strength and mental sharpness decline I would never go. I am anything but a professional voyager and throughout the circumnavigation thought of myself as a weekend and holiday sailor who went AWOL ! I still do.



Alleda and I departed from Carrow yacht club, Norwich on 12/8/91, 5 hours ahead of a deadline due to the erection of the first span of the bypass bridge going across the River Yare. This bridge will effectively prevent most sea going traffic from reaching Norwich and will certainly prevent Alleda from returning to the club with her normal mast. It took 2 days to cover the 24 miles to Great Yarmouth. I kept looking back at my favourite bits of the River Yare, thinking is this the last time I was ultra cautious too, how ironic it would be if the Reedham Ferry, Reedham Bridge, Haven Bridge or similar hazards or any one of the hundreds of hire cruisers finally got me now. I saw one of my old yachts, was this some sort of omen I thought, I then spent some time pulling a yacht off a muddy bank, which the tide would have lifted any way Looking and thinking, the human can find many delaying opportunities when motivated.

The intention was to coastal hop, about 80 miles a day around from Great Yarmouth to Falmouth, where we would wait for some North in the wind before setting off across Biscay on the 430 mile passage to La Coruna.

Headwinds and more headwinds now given a fair chance Alleda was quite good to windward, aerodynamically blighted by a mast top float, weighed down with all my gear, stocks of food, water, fuel and you name it, she would only tack through 115 degree's instead of the 90 degree's expected normally and when the winds stopped we had a lot of calm, this meant even slower progress as I have always been one of the last to switch on the engine.

I stopped at Harwich, Ramsgate, Brighton, Portsmouth, Poole and Dartmouth, the passage from Harwich to Ramsgate was a rip roaring thrash across the Thames Estuary in a force 5/6 aft of the beam, walloping all the monohulls in site, including scraping the keels on a sand bank when I tried to cut a corner.

Most of the coastal hops went on through the night arriving at my destination the following day or only part of the night arriving in the we small hours, Harwich is no problem because I know it but Portsmouth ! Those who have sailed a yacht at night know what a problem it is trying to find an unvisited harbour entrance. At Portsmouth the lights of Gosport and what ever it is to its South occupy the complete horizon to the left and those of Southsea, Langstone etc, a simular amount to the right, somewhere in this blaze are navigation lights...somewhere.

Eventually with engine flat out I followed in an ocean liner, small craft are not supposed to use this channel but needs must, it was now 1am and I was truly knackered so seeing a few masts to port, I turned in, tied up at the first piece of unused quay and collapsed in to bed. I awoke later in the morning to find out I was in a Submarine Museum, and 10 minutes later a boatman appeared, a number of RN personnel stood behind him, looking suitably grave “who are you” what was I supposed to say, he really wanted to know if I was a RNSA member, odd how some people find it difficult to ask a direct question politely. We came in to Portsmouth because Alleda’s engine was due a service and there is an official Yamaha agent nearby, moving out in to the harbour, struggling a bit as the buoy did not seem to match my harbour plan, a police launch came alongside and an officer made sure he new that I was one infiltrating RN bases. We stayed 4 nights in Port Solent while the engine went off for treatment. I don’t know whether it was connected to the Submarine Museum episode, I shall never know but shortly after my arrival at Brighton, I was heavily turned over by two customs officers, for an hour they rooted about inspecting everything including my Journal, “I suppose well be in that” one said, I promised that he would be, they found nothing wrong exept that they thought my flare gun stowage was too visable – it is regarded as a firearm in Britain, I moved it. The South Coast and I have not got of to a very good start but after a long sail across Lyme Bay we approached Dartmouth at dawn and if you can think of a more beautiful harbour to enter at the start of a sunny morning then please let me know. If Dartmouth was one of the high points then Rye was one of the low, we had flogged long and hard from Ramsgate and reached the safe water buoy at dusk, just 10 minutes after the last prudent time to attempt what the pilot book says is a tricky entrance. I had been hoping to stay the night there and be picked up by my Aunt who lives nearby for a real meal plus psyche rebuild for my journey ahead. Instead I took the seaman like decision and tacked back into the channel and made a link call to her on the radiotelephone. It was a long night which included Beachy Head at dawn.

We stayed uncomfortably tied to a very exposed buoy near the entrance to Falmouth Harbour for 4 days before setting off in a rather nasty force 5 from the NE.. Goodby England, looking back at the shapes that go grey and anonymous full of forboding. I shall try not to forboade quite so easily in my next life. If I had a rubber stamp made saying ‘wind died’ it would be worn out by now. We were left slopping about around 30 miles below the UK for hours. In certain conditions it takes a certain level of odiocy to start your outboard engine and head into the Atlantic. A level I can reach easily and when the wind came it was of coarse from exactly where I wanted to go. All the books say make some westing as soon as possible so you don’t get caught inside Biscay if a westerly gale springs up. So there we were heading under full sail slightly north of west into the Atlantic. The log plaintively records the message ‘I want to go South!!! A number of times.

An ambition fulfilled – about 50 miles South of Falmouth a school of Dolphins swooped around Alleda’s bows, turning sideways to look at me, it was dusk, they stayed only a few minutes and the experience was to be repeated in bright sun within 4 days, nevertheless I was greatly moved by these creatures who had sought me out to communicate. My second encounter led to the conclusion that they could only be enjoying themselves, I lay in the bows as 8 or 10 perfectly shaped, efficient creatures with scarcely any body motion doubled Alleda’s 4 knots to dive and cross our path. Somehow perfection in the colours too, grey and white bodies making silvery phosphorescent trails in the blue Atlantic, a sense of possession too, I say particularly flattering things to one dolphin and he immediately assumes pole position between Alleda’s bows and will not let the others come between us, I could think of know other way to communicate, the dolphin and I just looked at each other, untill Albert 3 was squeaking for attention and when I returned to the bows they were gone.

I have four helmspersons ? Albert 3 and Albert 4 these are electronic autopilots one always available as a spare. From hi tec to low tech my other two steering devices are of the plywood and string variety, where a ply vane is feathered into the wind and bits of rope from it fed through various blocks to the tillers, they were marketed 30 years ago by QME in kit form for £25, they have long been out of fashion but not with me. They are called Fox and Rabbit after favourite poems.

