

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.

October 2005

To all fellow Bobcat and Catalac sailors

Last month's Meet & Eat was enjoyed by all. This was a new venue held at The Duke of Wellington. Only a few hundred yards walk from the boat show, it was a good choice. Good food value and service in an old world setting. Many thanks to those who attended.

I enclose the minutes of the Committee.

MINUTES

of a meeting of The BCCA Committee
held at "The Duke of Wellington" Bugle Street, Southampton
on Saturday 17th. September 2005.

Present: Jeremy Bretherton (Commodore) Peter Gimson (Secretary) Rick Harvey (Treasurer) John Green, Sue Stacey.

Apologies for Absence from Maggie Smith and Bob Freeman.

1. The minutes of the meeting held on 1 st May 2005 were approved and as there was a quorum the resolutions were endorsed and adopted .
2. John Green proposed and the Commodore seconded the proposition that Arthur Leeks (9.918 Petit Fleur) be appointed the Honorary Auditor to The BCCA. John Green confirmed his consent to the appointment and the committee unanimously approved the appointment.
3. After discussing the winter programme the Committee decided to hold a "Meet and Eat" at The Alverbank Hotel, Stokes Bay Road, Alverstoke, Gosport, Hampshire at lunch time on Saturday 28th. January 2006 and another at "The Gun", Key haven during March at which The AGM for the year ending 31 st. December 2005 would be held .

4. Any Other Business.

a) The Treasurer wanted it minuted that The Secretary had the Committee's fullest confidence in the way he was carrying out his duties. The committee unanimously agreed to The Treasurers wish. b) John Green said he was still awaiting material from Maggie Smith with which to make the burgees promised. He was liaising with her on this matter.

There being no further business the meeting adjourned to enjoy a meal at The Duke of Wellington.

This year the Summer in Europe was very slow to start, May saw winds mainly from the North and East although cold ideal for sailing West along the South coast of England with the sea protected from the land the swell and waves are slight. The hotter weather didn't come till early July, too late to warm the waters for comfortable swimming.

The warmer weather seems to be continuing into autumn. What have we done to deserve it? No doubt we will have to pay. With "winter and the ever nearing Christmas" just round the corner?

This is the time of year when many owners pack their boat away till next season. A good tip if you are going to leave the seat and berth mattresses on board is to place plastic beakers under the cushions to help the air circulation and prevent the dreaded mildew caused by condensation. Now spend a couple of hours now on preventive maintenance. This will save you many hours and much cash. Check all electrical contacts for signs of corrosion and squirt a little oil or grease onto contacts. Now that you have the lube in your hands, don't forget the engine control cables. The time when they seize is always after the winter lay up. Now onto the steering cables and pulleys. There are many more items that need attention and as you shut the cockpit door don't forget to oil the lock. The modern outboard engine whether used as the main power unit or just for the dinghy will use unleaded petrol, left in the engine all winter it will turn watery and block small idle jets and fuel drillings in the carburettor or injection. If you are going to leave fuel in the engine you must mix an additive in the fuel on the last tank full. Next season all you will have to do is clean, polish and antifoul. We all look with pride on our boat when it is clean and tidy, and it seems to sail better too. If like me you prefer to go sailing and intend to clean as you go, why not have a boat cleaning party and make it a social event. Invite a few friends ply them with food and drink - not forgetting the cleaning cloths and polish.

Boat clean in record time.

It's a bit early to be thinking about preparation for next season but I can't help noticing one owner is testing the water so to speak.



We went to the Yacht club for the raft up Saturday. We had 34 people on dragonslayer when it rained and they all got inside.

Aleck & Chris

Well Aleck & Chris you should have enough helping hands raise the antifouling as well.

PS. If you need a barman I am sure I could be available.

Peter G.....

Mail from new Member

Hi Peter

I spoke to you on Sunday.

I hope this is your current e-mail address

You was going to try and E-mail me on water.gipse@tiscali.co.uk

My name is John Whitehead I am the owner of PAVARAL a 9mtr Catalac Number 69 my father Barrie Whitehead was the previous owner.

My Address is.
39c Ellington St
London N7 8PN

I would like to Join the BCCA and will be forwarding you a check for £30 soon.

I have Dolphin engines on Pavaral and I am looking to change them and would be grateful for any information and advice about which and what engines you or any other Catalac owner have

When we were chating you mentioned the Southamptoh Boat Show do you have the dates for the show? Is there anything arranged for Bobcat Catalac owners? If there is I would interested in attending.

Regards
John Whitehead

Hi John,

Many thanks for cheque.

Toni will be happy to talk to you, he lives on the boat his mobile no is 078 558 667 19. I have also asked a member to send you a CD with info on engines and head lining, and windows. Before you buy the SeaPro check ozi explorer its free and works will send you more details. Most laptops require a fair amount of battery power and are not suitable for salt water conditions.

A dedicated plotter using navionics gold will give good service and the charts are the best I have seen.

The only advantage of a laptop is the ability to have tidal arrows on the chart in most places. With plotter you have to click on a diamond to see what tide is doing as you sail along. This saves all the calculations and possible mistakes as it is linked to GPS.

Try this one also.

Electronic Charting

The question of electronic charting was raised in a previous issue of the Catalac owners newsletter. I was the joint owner with my parents of Catalac 9m number 63 "Pavona" based in Plymouth. We owned the boat for 10 years and have sailed around the West Country, Northern France and the Channel Islands.

A few years ago I discovered on the internet a program call Seaclear. It is written by a gentleman called Olli Soderholm who has developed the program from scratch for his personal use, he has then been kind enough to make it available to everyone else free of charge. We have used this program successful on Pavona and it has proved to be extremely accurate and easy to use. We could even tell which side of the pontoon we were tied up to in Fowey last year.

Depending on the type of computer and operating system you run you can download the program and run it on a very basic laptop. Even a 486 with little RAM.

The program uses scanned paper charts, or maps, these must first be calibrated with the program which can take a little time but is worth doing to a high standard. The Seaclear program includes the software to do this, it will also square up the scanned charts. Charts are subject to copyright and this should be considered when scanning your own charts. It is possible to successfully scan using a A4 home scanner A2 size charts in 4 goes and the stitch the 4 scans together to form the original chart. (all it takes is time)

The program will talk to the GPS and acts as a all singing all dancing chart plotter, which, apart from the cost of a laptop is free.

The program can be downloaded from www.sping.com

Also I use JVfax linked to a Target HF radio and my laptop to receive weather faxes both from the UK and Germany. Here are other programs that work just as well available from the internet. The faxes are often of poor quality it depends on where you are the time of day – sometime they are top quality as good as a “metfax” picture. However the same charts can be downloaded from the internet and this is maybe the better system if you have a mobile phone on board. With the latest GPRS phones it is not too slow or expensive. I have not tried this from outside the UK yet but it should work OK.

Dear Peter,

I received the BCCA newsletter for September on the 6th however prior to that the last newsletter I received was the April edition. I have been meaning to ask whether this was because every one was on holiday sailing and consequently the news letters were delayed. I would appreciate it if you could email me any numbers which I do not have, if these are available.

I spent a couple of weeks in Sicily myself with my family on Samen een and I was very enjoyable. I love being at sea and it was indeed a pity that I could not afford more time.

We cruised round the southern part of the island and our first destination was Syracuse where we spent a few days. Then we sailed south to a small fishing village called Marsamemi. This is very primitive and picturesque little place with very few tourists. It is a popular summer resort of Sicilians, though we did see a few campers with German number plates. We then sailed round Porto Palo where we stopped for the night at anchor and had a marvelous meal of shell fish at a small trattoria in the harbour. Our last stop was in Pozzallo which is further West where we spent a few days sheltering from rather strong wind and meantime exploring the towm. The highlight mishap of the trip was when I lost my rudder on the approach to the Pozzallo harbour mouth and as luck would have it the wind, which was blowing a good 25 knots, took us away and out of the harbour mouth. I had very little help as I had all the women on board, my wife my daughter and her mother in law and my three grand children the oldest of which is 10 years. The men were on another boat which had not arrived yet. Upon realizing what happened, and it must have taken a few seconds, I jumped forward and let the anchor down. Incidentally I changed my Danfort for a permanently connected Bruce which I find is a lot stronger. The anchor took such a firm grip on the sandy bottom that it bent the deploy system and the roller over which the anchor rides was wrenched loose and was lost. Once we had stopped drifting I fitted the manual tiller and with my daughter operating the throttles we motored slowly into the harbour. No sooner had Samen een been safely tied on to a pontoon, I got to work to find out what caused the trouble. Fortunately I soon put it right; the bottle screw attaching one end of the wire rope to the chain, which in turn fits over the sprocket attached to the wheel, had suffered

metal fatigue, I expect, and snapped. I replaced the bottle screws at both ends with a more substantial ones from my spares box and had the job finished in next to no time. It would have been quite a different story had the wind blown us on the break water or on to the rocks on the opposite side. However all is well that ends well. I believe that no matter how meticulously one prepares a boat something is bound to go wrong to highlight a trip, even if it is a simply a plastic bag or wire round the prop or some foreign body blocking the water intake to the engine. I have had to jump into the sea many a time to put similar problems right.

A simple enquiry ended up into a lengthy report of my summer trip. I hope I have not bored you with my tale and I look forward to receiving any missing news letters which I enjoy reading immensely.

Regards

Joseph Psaila-Manche

Hi Joe,

Not bored at all.

It's good to hear from owners about their cruises and problems.

I don't know why you and some others didn't get the newsletters.

I will take my laptop with me on next year's summer cruise and try and e.mail them myself.

I have sent text only e.mails by connecting my mobile phone to laptop in past years but it is very expensive when abroad. I understand technology has moved on and now one has 3G or bluetooth and wireless connections. (beam me up Scotty)

I am sending the newsletters to you again but if you do not receive them I will put them on a CD and send to you.

Is your boat still for sale?

Happy sailing

Peter G.....

June 1999 – The advert started **“Bobcat Catamaran for Sale”**

We had been casually looking for our first boat and, rapidly approaching the wrong end of 50, were of missing out on this pastime, unless we did something about it **SOON**. We both fancied a catamaran and here was one we could afford now.

But what on earth was a **Bobcat**?

A quick phone call to the owner and we arranged to see it that weekend despite the long journey from Crewe in Cheshire to Lowestoft on the East coast where the boat was moored.

The weather was bad and we could not go for a sail, but it was obvious that the owner had put a lot of time and money into the boat, although, as nearly always happens, there was still some work that needed to be done. After much discussion with Judith, who is both No.1 wife and Management, we put in an offer which was accepted. 8m Bobcat No.45 was ours, our very first boat, **wow!**

We arranged to take over the existing mooring at Lowestoft, one of our better decisions as it turned out later, the boatyard mooring proving safe and very reasonably priced and the boatyard owner, competent and extremely helpful.

For our first sail a couple of weekends later, we decided to play it safe and take the boat on to the Norfolk Broads, as our mooring is only a half-mile downstream from Oulton Broad.

First, a few notes about **Catmandu**, as the boat is called:

One of the things that the previous owner had proudly shown us was the Yamaha 9.9 hp 4-stroke outboard engine which drives the boat. This he had fitted into a lockable box in line with the stern lockers, halfway between the hulls. He had done this, he said, because a previous outboard engine had been stolen. The whole engine could be lowered into or raised out of the water by an elaborate series of pulleys, rope and sliders – very impressive – until you come to realise, as we did on our first trip, that the engine is fixed and does not steer and, being the middle, does not offer the benefit of prop wash against the rudders. In addition, the friendly boatyard owner had taken me on one side and told me that it was a good boat and it sailed well but low speed manoeuvring was a problem because of its high windage and I would get the best low speed steering with the rudders up, when they would act like barn doors. That is not what he meant but what he said!

So, like lambs to the slaughter, off we set.

For those who do not know the area, between our mooring and Oulton Broad is first a swing railway bridge, then a lifting roadbridge and then a lock into Oulton Broad – all with a specific opening time arranged by VHF with the lockkeeper. Our VHF was not working so I had arranged for the 11.00 am. Opening by mobile phone.

We reversed out into mid channel from our mooring, started towards the railway bridge. “*By Jove*” or words to that effect, I said to No.1. This steering is a bit vague, as we slowly zigzagged our way up the channel. On full lock the boat would slowly start to turn, as we reached the require direction, I centred the rudders, it still kept turning. Full opposite lock, it still kept turning, then the turn slowed, it finally started to go the other way and we went through the whole process again.

The railway bridge duly swung away from us as we approached. Having passed through, we made for the roadbridge. The roadbridge was still closed as we approached, so we had to stop – *oh dear!* The barrier came down, stopped the traffic, the bridge started to lift and *Catmandu* started to drift cross channel. The more I shunted her backwards and forwards, the more cross channel she became. I just could not get her lined up for the bridge. All the time, the traffic was building up on the road. A chap from a live-aboard shouted “the bridge is trying to contact you on VHF”. “Mine does not work”, I shouted back. I looked up to see the bridgekeeper outside his hut, staring at me with his hands on his hips. I could read his thoughts at 70 paces! Traffic was stopped on the road as far as the eye could see. Eventually the bridge had to close.

I threw a mooring line to someone on the bank and they pulled me to the side. “*Why have you got your rudders up?*” they asked.

Two weeks later, we made it onto the Broads. I am not sure that the hordes of Broads' yachts, racing dinghies appreciated our presence on Oulton Broad but we made it across without incident, we even saw a seal that evening, close to the riverbank where we moored for the night. The weekend passed uneventfully apart from a bit of excitement going into Oulton Broad lock, on the way back, with a strong tail wind and sharing the lock with a Heavenly Twins cat, several other boats and having our mooring ropes and fenders ready on wrong side!

Another two weeks passed by and we were ready for the ***BIG ONE – we were GOING TO SEA.***

As a background to the event, it has to be said that whilst I have a good working knowledge of land based engines, what makes them tick, so to speak, I have never been within a mile of outboard motors. So for this momentous occasion, everything was checked – spark plug OK. Fuel tank filled to the brim and secured. Water cooling flow etc. To get to sea from our mooring we have to negotiate a lifting roadbridge, again at certain times and arranged by VHF (now working)

We left the mooring and headed into a stiff breeze towards the bridge. We arrived about 5 minutes early and joined several other yachts, circulating, waiting for the bridge to open. The road barriers came down and, as the bridge started to open, we put on full throttle as they don't like to be kept waiting. 20 metres to go the engine stops dead.... *Ugh.* I frantically turn the key several times and there's absolutely nothing, zilch, zero, it is totally dead. All the other boats go through, we start drifting back into the stiff breeze. Judith throws out the anchor and the bridge calls us up on VHF to find out what is happening. I'm trying to sort the problem, I reply. A quick check on the battery terminals – they are OK. I've got full fuel tanks, so its not that, apart from which the starter motor is not working. I pull the engine up out of the water and take off the cover. The traffic is really building up back on the approach roads, the centre of Lowestoft must be at a standstill! Check the fuses for any loose wires – nothing, The bridge closes again. A chap in a powerful RIB offers to tow us back to our mooring. We gratefully accept and, on arrival, some of our alcohol ration jumped ship.

With the aid of the engine handbook, I start to trace the wiring system, following the wiring diagram I come across a device called (oh, no!) A gearbox neutral safety switch! Like a veil lifting from my eyes, all is revealed. Full fuel tanks and vent left closed, stopped the engine with fuel starvation and it would not start because it was in gear. *Damn!*

The next weekend, we finally got to sea. Outside the harbour entrance it was blowing a f.5 against a strong tide. *Catmandu* was nodding like a rocking horse and the engine prop was clearing the water on each nod. As we got further away from the harbour entrance, we got the foresail up. Things quietened a bit, but not before I had given the fish a good feed of my breakfast!

We had a fantastic sail, even though there was a lot of slamming from the bridgedeck. On return, the tide was running out, It was at this stage that Judith went below to find her bag of clothes and camera and mobile phone under 18" of water in the bow section of the port hull – *PANIC!* We are sinking!!! Don't worry we won't sink – just yet we're aground on the mud 30 yards from our mooring. On examination, a split had opened up between the bridgedeck and port hull and we had been taking in water with the slamming. On getting onto our mooring, I raised the rudders and found that one had snapped between the pintles – we had come back in with only one rudder and taking in water! We couldn't wait to see what happened next!

With more mishaps to come we join [PETER & JUDITH BOARDMAN](#) next month on their two week Holiday ED.

[BOAT FOR SALE](#)

"BEYOND CONVENTION" 9 METRE. No.136.

Beyond Convention has been lovingly and meticulously maintained by one owner for twenty four years. She lies in a marina near Montpellier South of France.



HULL Hull strengthened for cruising with 3 layers glass fibre (external) in Isophthalic resin and encased in epoxy (Professionally completed 1996)

SAILS Genny. Facnor Roller Reefing. New Sail. Second lightweight Genny. Main. Facnor Roller in mast reefing. New Sail. New, unused storm sail

ANCHORS S.L.Delta (new) 30m chain plus multiplait Meon, plus chain and multiplait. Numerous warps.

WINDLASS Electric. S.L. Anchorman 700 with foredeck and cockpit controls.

ENGINES 2x10hp Yanmar 1GM10 (1991)-600 Hrs.each. PSS shaftseals.
New propellers. Hourmeters. Separators, filters etc. SS Rudders (replaced 2004).

INSTRUMENTS GPS Garmin 128 (1998) Garmin 100 (as spare) VHFQuaser 56ch. Micro 90 Handheld (r999)
RDF Homer Heron + speakers (antique !) Lokata 5b. Depth Seafarer 5 Autohelm 3000
Wind Instruments Speed; Direction; Close Hauled. Log. NASA Target Stowe electric trail. EPIRB Jotron 1E Mk.2 (1999)
Communications Receiver Trio 1000
Radar Reflector (Firdell) Davis Sextant. Numerous charts, pilots.

BILGE PUMPS Manual and electric automatic.

TOILET Baby Blake
FITTINGS Gas hot water heater and shower (plus spare)

GALLEY Full cooker. Microwave. Fridges -1.Gas+220v 2.Chest Electrolux Crockery,Saucepans etc. Gas+220v

TANKS 2xSS Water (25 gllns each) 2xSS Fuel (9 gllns each- 300 miles) Jerrycans etc.

FENDERS Full set (8) plus "odds"; Stern corners; Rubbing strake replaced. SAFETY Liferaft (6man) in fibreglass canister. Various lifejackets. Fire ext.etc.

BOAT Wired" 12v+240v .with full instrument panels. Sat. TV with dish & Decoder. Electric BBQ;
AC/DC inverter. Strobe light. Batteries. Many spares and "extras" including comprehensive toolkit.

DINGHY Bombard AX3 plus Tohatsu 3.5HP outboard (2004). Swimming ladder.

Offers in the region of £26,000.00

Contact Jane King +44 (0) 1733 252512 JK@ettonhorseshoes.fsnet.co.uk

This looks like another fine boat looking for a new home. ED.

The bad news is that while I was away many members have written to me about the fact that Practical Boat Owner had printed an article on Christchurch Harbour home of the Catalac. They named local businesses, type of boats to be found within etc. I wonder if the article was written from within the comfort of the bar at the local sailing club, because no mention of Catalac. Had they sailed into Christchurch and up the river they could not have failed to notice the number of 8's -9's and 12 meter Catalacs that are always present.

The good news is that not all members complained to me. Mark Blaydes owner of CL.9.216 complained to PBO and they have included his article in November issue.

Three cheers to Mark we owe you one.

ED.

Questions members have asked recently are.

Can we create a consortium to buy spares and equipment at discounted rates?

If any member is interested in having an active roll in the above. Please let us know.

Can we organise a "Cruise to the West Country " or have a "meet & Eat" in the West Country.

If any member is interested in having an active roll and/or knows of a suitable venue in the West Country. Please let us know.

Also any members interested in participating in the above.