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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.

**Hello fellow Bobcat and Catalac sailors every where.**

**February 2006**

Last month's "Meet and Eat" on a cold wintery day saw those present chatting amongst themselves, snug and warm in the comfort of the Alverbank Hotel bar, followed by the meal of their choice and more boaty chat about their exploits last season along with hopes and dreams for the coming months. The up to date knowledge and information regarding anchorages, equipment and places not to visit is invaluable to all. The members present were Arthur & Barbara Leeks, Nigel & Ann Ladd, Tony & Jackie Linford, Toni & Elma McRae who had traveled the farthest from the East coast.



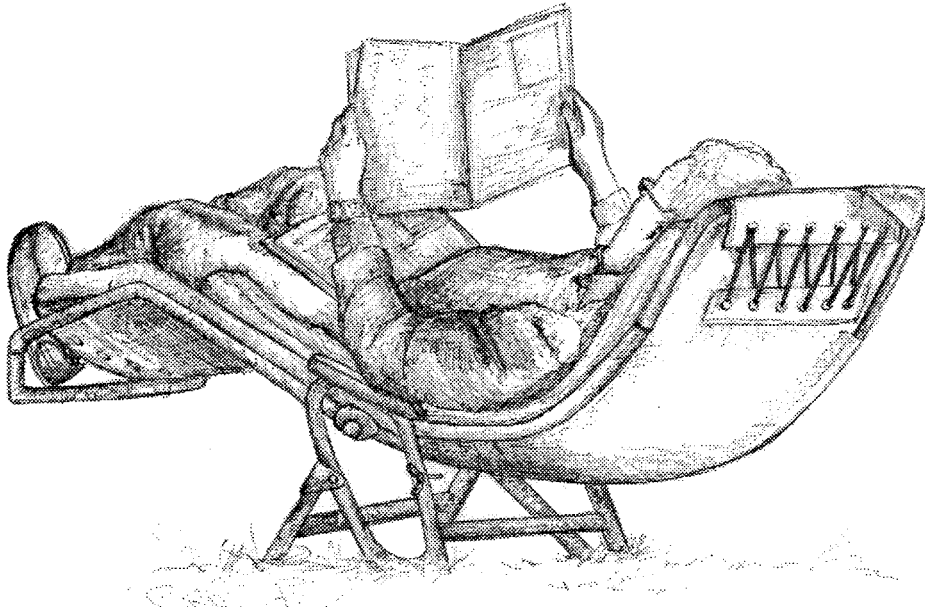
We were fortunate that the date for this meet enabled most of our committee to be present they included our Commodore Jeremy Bretherton accompanied by grandson, Jeremy, treasurer Rick & June Harvey, secretary and editor Peter & Sue Gimson. Others committee members in attendance, Maggie & Roger Smith, Bob & Ann Freeman, John & Madeline Green.

A committee meeting was held to agree forthcoming events and set **8/April 2006** as the date for our **A.G.M.**

Copies of the current B.C.C.A. statement of accounts were presented to the committee and a further copy for audit, to Arthur Leeks who has been appointed our honorary auditor.

The post of Commodore has a term of two years and is due for election during the A.G.M. this year. It is without doubt that Jeremy has not only been our best commodore to date (he is our only one to date) and will be a hard act to follow. He has re-written our constitution and plotted the way for us to sail safely on. His diplomacy at all times has been a credit to us all. On his retirement his family felt he would now have more time to read and bought him a reclining chair for this purpose.

(see sketch drawn by another family member)



Fully recovered from the replacement of his hip last year, he is not one who enjoys being waited on and was pleased, nay exited, when after a short while convalescing to received a letter from the hospital to say although he could not yet drive a car, he should now attend physiotherapy and could resume sex! Much pleased, until later at hospital, he discovered all was not that he had hoped, the only part of his anatomy the nurse was interested in was his hip. It is now the responsible of the committee to vote for the candidate of their choice.

**AN OPTIMIST is a person who thinks he will have time to read when he retires.**

The members: That's you, now have the opportunity to suggest to the committee more able bodied soles, who can spare a little time to help with the running of your association. A little time is all that most posts require. We on the South Coast have a good following but we could do with some area representatives ie. From the West, North and East.

As representatives they would not need to attend the A.G.M. although they would of course be very welcome. The Meet & Eats are usually held out of season they are easy to arrange and are not reliant on tides or weather. It is a gathering of like minded souls.

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Answer to earlier e.mail from Penny and Ian Kidson.

### **Survey Stuff**

Reading through the comments on the survey stuff, it is really important when you engage a surveyor, that he knows what you want the report for. If you have commissioned it on your own boat in response to in insurers requirement, then the surveyor will take a different attitude to the "lets list every niggly fault" brigade.

Fair winds

Mark

From Mark Blades.

Hi Mark,

I do agree with you in principal, but the items I mentioned were in response to an insurers requirement. I was also fortunate to see two surveys carried out by the same surveyor both in the same boatyard. The surveys, one on a Catalac the other on a Gin Palace, the only difference in the faults listed between the two being that the Catalac had an extra fault in the mast.

An item not normally found on a gin palace.

ED.

Hi - I hope you can help;

I am trying to trace an 8m Bill O'Brien Bobcat.

She was called 'Orlando' and was last heard of moored at Ipswich some 25 years ago.

Prior to that, she had been owned by my Uncle, Len Barbet, and had been moored at Leigh-on-sea.

I have been to the various yards in and around Ipswich, but to no avail (although I did find an Bobcat that had had her hull extended - 'Pussy Galore').

I'd be very grateful for any help/advice you can give which might assist me in tracking 'Orlando' down.

Many thanks,

Ian Clark

[i.clark1@ntlworld.com](mailto:i.clark1@ntlworld.com)

Hi Ian,

My records back to 1980 do not show any record of Orlando. She may have been renamed, or if you have a sail number I may be able to help you.

I do have the details of the 8m Pussy Galore. There is also a 10m Pussy Galore.

If you are looking to buy a Bobcat 8m I do know of one for sale.

Peter G...

Peter - Many thanks,

I will see if I can find out a sail number.

My Uncle Len is quite ill at the moment - but I know it would mean an awful lot to him if she could be located.

I did consider trying to track her down through Insurance, but the R.Y.A. advised me this is a no-hoper?

If you, or any of your members, can think of anything else I might be able to try please let me know.

Once again - many thanks for your help.

Ian Clark.

*Here's hoping someone can help Ian with this task.*

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Dear Peter,

Would appreciate any information you, or the BCCA readers, can provide about the Electrolux gas/electric (12/240 volts) refrigerator fitted to many Catalacs during the 1980s. The original instructions for my refrigerator have been lost, and the refrigerator has not been used for over 10 years. What type of refrigerant does it use and how does one check the level? Can one light the gas with matches rather than using the internal "Piezzo" arrangement ( which is possibly defective)?

Many thanks,

Ernest Winocour ( Anakaterina 9.232)

Dear Ernest,

Many thanks, the subs arrived Ok.

The Electrolux gas/electric 12/240 V fridge although not economical to run using 12v, is a very simple, trouble free and effective means of keeping food fresh, not forgetting the all important ice for the customary gin/tonic.

I am not sure of the type of gas it uses but the level should remain the same until the housing eventually corrodes and then all the gas will escape.

I have no idea how one would top it up as it is under pressure in the pipe.

The fridge is straight forward to service.

A word of caution, the fridge should be kept upright.

I have heard claims that if it fails to work, turn it upside down overnight then try again. From my experience this has never worked.

To service, first remove from the boat. This is the hard part. After one has groveled on the floor to undo any screws that are usually screwed through the wooden support and into the fridge body, (usually only two screws) disconnect any power, then the electrical wires and finally the gas connection. Ease the fridge forward then remove the fridge door by undoing the hinge screws at the top and lift the door off. This has two advantages (i) it is easier to manhandle. (ii) it is far easier to remove without damage to boat and fingers. Take the fridge home. The fridge does not use a motor or compressor to circulate the cooling gas, it relies on the chimney being warmed. The chimney is spot welded to the circular coils that hold the cooling gas. I have known of this weld to be broken and if this is the case, clamp coil to chimney using jubilee clips. DO NOT TRY TO WELD AS THE COIL CONTAINS GAS!!! To test the fridge, first connect to 240 V and see whether any ice forms in the freezer overnight. If it does, you know the cooling gas inside the fridge is Ok. If not, it may still work on gas, because the coils that hold the gas get hotter working on gas. Stage (2) the gas. Place fridge on a table or work bench in the garden. First remove the three small screws at the bottom of the padded chimney and remove the lower cover, leave padding and metal surround on the chimney. You will now be able to see the thermal sensor and the piezzo ignition and also the flame when alight. Look to see if piezzo ignition sparks. If it doesn't you can light the gas with a match or other means for the moment. Before connecting the butane gas pipe, blow compressed air through it to clear any debris. Connect the butane gas and check for any leaks using the age old method of soapy water. Check if the fridge lights. It usually does but more often than not it will not stay alight when you release the gas igniter knob. The problem is either the flame failure device ie the thermal coupling or, more usually, the very small gas pilot jet has become partially blocked. Depending on model, this jet can be found either in the housing at the bottom of the chimney behind the flame. The jet is accessed by undoing the gas pipe behind the flame at base of chimney. Remove the jet and wash in petrol or prick with a single strand of electrical wire. (do not try and poke a pin or needle into the jet, the hole is far smaller in diameter than either). Hold the jet up to the light to see if it is clear. The other possible housing for the jet is at the other end of the gas pipe where it is connected to the fridge. This housing also has a connection for the thermal couple ie flame failure device. This is the other possible cause for the fridge not staying alight. If you think the couple may be faulty, disconnect from here and clean the end. The slightest bit of dirt will prevent the couple working. Reconnect and try again making sure it is tight, should the flame still not stay alight, thermal coupling is faulty. To finally test that the fridge is not ready for the dump, relight the flame and clip the centre knob in, this on some is the same setting as (MAX) depending on model, others will give a slightly larger flame and needs to be watched. The time that the fridge needs to be lit before the gas circulates varies upon model but one hour to two hours is more than enough. During this process the temperature of the gas coils can be felt by a gloved hand and will soon heat up until the first complete circulation, then the temperature drops as the gas circulates and cools the coils.

The thermal couple, Piezzo ignition and flint type ignition are all available from chandlers / camping shops and many gas centers.

You should now have a fridge ready for another few seasons use.

Please let us know how you get on.

Good luck . ED.

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#### Last month's WINDLASS ENQUIRY.

Hello Peter,

Many thanks for the newsletter. We have an electric windlass fitted to Sea Spirits, our 8m Catalac. We bought it at the Southampton Boat Show in 2005, but I have only just fitted it. It is made by South Pacific

Industries, an Australian company, and marketed in the UK by Darglow Engineering, a well known South Coast marine engineering company who sell various folding props, etc.

We spent some considerable time and effort researching the different makes and models of windlass and decided on the Darglow vertical model because; Unlike others it uses uncalibrated chain, so a cost saving there. It is fitted with a combined chain/rope gypsy, so we can use both/either. It comes complete with a fitting kit. It is an easy diy fit. It seems to be as well engineered as more expensive makes.

I have fitted it just aft of the anchor cleat. I thought there would be enough room around the motor housing in the anchor locker below for the chain/rope not to bunch up when hoisting the anchor, but this is not the case. Having tested this theory with Sea Spirits on the hard standing at Ridge Wharf where we keep her for the winter, I find that after 10 meters or so of chain have been fed into the locker the chain forms a pyramid and jams the gypsy. It will mean we will have to keep an eye on things and level the heap of chain out if necessary, no big deal.

Also, to keep the run of large diameter power cable to a minimum, I have fitted a separate dedicated battery in the anchor locker and fed this with suitable cable from the domestic battery through a double pole isolator, which will be switched off during anchoring. As the windlass motor pulls 45 amps for perhaps a minute or two during anchor hoisting, this will equate to less than 2 amp hours each hoisting. Flicking the isolator on occasionally should see the windlass battery is kept charged.

Obviously we will know how well these ideas work in practice during the coming and subsequent seasons. We will keep you informed.

On the subject of weather forecasting websites we favour the metcheck site, [www.metcheck.com](http://www.metcheck.com). We have found it to be accurate up to 14 days ahead, which is a free service. We have used it for the month ahead and two months ahead to plan our summer cruise. Again it was accurate and a free service. Incidentally, the website address given by Jeremy is inaccurate, it should be [www.theyr.net](http://www.theyr.net). A good site, and very popular amongst the sailing fraternity, but complicated in our opinion.

We hope to attend the 'meet and eat' next week-end, I will confirm this in the next day or two.

Regards, Nigel Jones

Many thanks for your replies.

I am often asked by new owners' what benefit would they get out of being a member of the B.C.C.A.'? I can honestly say apart from the 'Meet & Eats', the experience gained and shared by Catalac owners through the B.C.C.A. newsletters, with their mods. and improvements are not only a great help to all members, it actually can save them more than the cost of the annual subscription.

I also have an electric windlass mounted in a similar position to yours. I agree with you the Catalac anchor locker does not have enough drop to prevent a pyramid of chain forming and blocking the gypsy. I have seen a windlass fitted in front of the port fender locker. This has a much deeper drop and solves the chain build up problem. The Catalac also had a bow roller fitted on the port side. When anchoring, he either fed the extra rope back through the original centre roller and onto the centre cleat as usual, or attached a pull from the starboard cleat to centralize the anchor chain. With costs as they are these days, the fitting of an extra battery may well be cheaper than buying the thickness of cable required to carry the load to the windlass. I presume you fitted the double pole switch between the windlass battery and the engine start battery, to prevent the small cable connecting the two batteries taking the load, should the starter battery become discharged. In the past I have done a similar thing but found that during the sailing season when the sun is shining and without a care in the world I would forget to throw the switch and end up with a flat auxiliary battery. You, like me, have an outboard engine for charging and these do not produce half the charge as the alternator fitted with the diesel engines. Five years ago I fitted 5amp cable through a 4 pin relay, the power supply I took from the ignition switch. The cable is protected by a blade fuse that fits in the relay, making a very neat job. When the ignition is on and the engine is running, the charge from the engine will charge the engine battery first through the heavy cable and later the auxiliary battery through the smaller cable. (ie. the current will travel the easy route heavy cable and short run first.) To date, I have never replaced relay or fuse. When ignition is off the battery is not connected to the engine start battery. The cost of the relay



£5.00 to £10.00 depending on supplier, for me worth every penny for piece of mind.

Many thanks for spotting Jeremy's (non deliberate) mistake regarding the weather site he uses. Needless to say I also need a slap on the wrist for not checking it! It should be [www.theyr.net](http://www.theyr.net).

The [www.metcheck.com](http://www.metcheck.com) weather site you use looks excellent, and even for me easy to use. To be able to get a reasonable longterm weather forecast will, I am sure, have members logging on before planning all manner of social events.

While onboard when cruising we can all obtain our weather info from local radio stations and, of course, the coastguard via VHF. This is invaluable for our safety at sea. These days there are many other gadgets available on the market. One that I can fully recommend is the NASA weatherman, not to be confused with NAVTEX. NAVTEX relies on receiving it's signal from localized coastal stations and, as such, you need to be in range. The WEATHERMAN receives it's information from the German metrological department. I can

confirm that during the past two years I have received 5day and 2day forecasts for the areas I have selected. The forecast is viewed on the screen in six hourly segments giving wind direction, wind speed, gust, wave

height, fog, etc. The only time it failed to function was up the river in a marina at Morlaix.

Morlaix is situated at the bottom of a deep valley. Other boats could not receive NAVTEX or VHF. We were fortunate to receive a crackle on our radio on LW.

The way technology is going we will all be using GRIB files before long, SEE NEXT MONTHS NEWSLETTER.

Peter G.  
ME-AND-ER.

Hello ME-AND-ER,

Thanks for the response. The fitting of a dedicated battery for the windlass was down to having a spare one doing nothing in the workshop at home, which made it the cheapest option! The heavy-duty cable I priced at £70-£130, depending on the source. No contest!

We now have 3 batteries on Sea Spirits, 1 engine start, 1 domestic and 1 windlass, each dedicated to its own function through a split charge system (self designed). Using this system means that each battery can be backed-up by the next battery down-stream. This system helps to ensure our engine start battery can be just that, which is all the more important considering that the engine alternator charges at 10 amps at best and our solar panel only trickle charges. So with the double pole switch between the domestic (not engine) battery and the windlass battery, we now have an even more adaptable system. We do also have a shore power system with battery charger but are rarely connected to this except on holiday.

On the subject of Data receivers we have never had a problem receiving data on our Navtex system, either from the local station at Niton or the north French coast, but we find unless you switch off all the extra data the forecast becomes lost in the extra text. Besides the frequency of local forecasts, at 6 hourly intervals, is far less than local radio or TV stations.

We hope to see you and Sue on Saturday,  
Regards,

Nigel Jones

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**URGENT**

**Don't forget the "Meet & Eat" on 11<sup>th</sup>. March will be at Oyster Quay, Mercury Yacht Haven. Full details in March Newsletter. Or contact Peter Gimson.**

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From: <[graham.souter@tesco.net](mailto:graham.souter@tesco.net)>  
To: <[PeterGimson@bccafsworld.co.uk](mailto:PeterGimson@bccafsworld.co.uk)>  
Sent: Sunday, February 05, 2006 10:08 PM  
Subject: BCCA membership

- Dear Mr Gimson
- > As you know, I sold my boat last year; so I shall not be renewing my membership of BCCA.
- >
- > Although I did not manage to get to any meetings I found being a member helpful and comforting. I learned a lot about boats during my time as a member and it was nice to know there was someone ready to give helpful advice.
- > I have not heard from Roy Wallbank since he bought Cat-na- Mara in July. I hope he reached Southampton safely.
- > Thank you for the work you do on behalf of BCCA members and good luck with your boat.
- > Yours sincerely
- >
- > Graham Souter

Dear Graham,

Yes I knew your boat was for sale, and when Roy Wallbank contacted me about Catalacs, I showed him several. The B.C.C.A. grapevine informed me that yours was well worth his trip to Scotland. I was pleased to hear he bought her. Yes, he has sailed back to the South of England safely. I haven't seen Cat-na-mara as yet, but hope to later this year before I go sailing for the summer again.

Many thanks for your kind comments, we are sorry to lose you but wish you well.

Peter G.....

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## **ELECTRIC FRIDGE FOR SALE**

**Electrolux Electric compressor fridge 12 volt as fitted to 12 meter Catalac in good working condition.**

**The size is width 450mm, height 530mm, depth 510mm.**

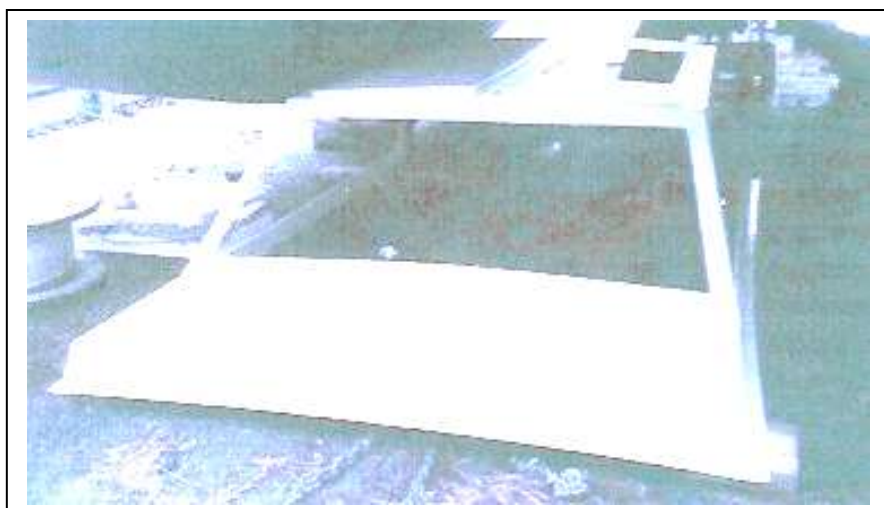
**This fridge was designed to consume far less 12v. power than the gas/ electric version usually fitted. and should continue to give many years good service. The capacity is similar to the gas/electric that many owners have used. The only reason for sale, it is now surplus to requirements as larger fridge purchased.**

**This year's bargain price is £50.00**

**Contact the secretary P.Gimson and make cheque payable to B.C.C.A.**

**Tel 01202 773 749 or 07971 808 777.**

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Is anyone contemplating replacing the wheelhouse on the 9m Catalac? If yes I can assist them to make a good job of the replacement. I have a new wheelhouse, see photo, and also a set of Plexiglas windows cut to size ready for fixing. If interested please give me a ring.

Bernard Warden  
[xbwb@bwarden.freereserve.co.uk](mailto:xbwb@bwarden.freereserve.co.uk)  
) 01296.662505

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## 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.

## NOTICE OF ANNUAL GENERAL MEETING ON SATURDAY 8 APRIL 2006

to be held at "The Gun Public House", Key haven near Lymington at 11.30 hours.

**NOTICE** is hereby given that The Annual General Meeting of The Bobcat and Catalac Cruising Association will be held on Saturday 8th. April 2006 to conduct the following business :-

1. To receive and consider the Audited Accounts for the fifteen month period ending 31st. December 2005.
2. To appoint Arthur Leeks as auditor of The Association until the conclusion of the Annual General Meeting for the year ending 31st. December 2006.
3. To elect one member to the Association committee to replace Andy and Linda Carr who have retired in accordance with Rule 3 (c) of The Rules of The Association and who are not seeking reelection.
4. To receive The Commodores report on behalf of the Committee in accordance with Rule 5 (d) of The Rules of The Association.
5. To transact any business of which Special Notice has been received.
6. Any other business.  
This item is included solely to afford members an opportunity for informal discussion. Any matter raised cannot form part of the official business of the meeting nor may any formal motions be proposed.

**Proxy votes:** A member unable to attend is entitled to appoint a proxy to cast his or her vote, in the event of a poll. Proxies which will only be accepted on the form provided and which are obtainable from the Hon. Secretary must be received by him no later than 1100hrs on Friday 11th. April 2006



2nd February 2006 **BY ORDER OF THE COMMITTEE** Peter Gimson, honorary Secretary.