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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 everywhere

October 2007

The boat show dinner saw members chatting and exchanging ideas and talking about their season's experiences. One thing that was discussed for next season, a cruise, or raid as it is often called by other groups, either to the West Country or to France and the Channel Islands.

France being the popular choice. It is often far easier to sail across the Channel with the prevailing winds than to head into them going west. The time it takes to cross Lyme Bay you can be in France enjoying your first glass of wine and plate of moulles of the season. There are also plenty of safe and secure places to visit should the weather take a turn for the worst. Another advantage being that most are provided free of charge. The weather this year in France was far better than in the UK.

A good time had by all, but as usual time passed too quickly. Several members left at the end of the evening proudly sporting the new BCCA burgee.

<<<<< YES, WE NOW HAVE SOME NEW BCCA BURGEES TO SMARTEN UP YOUR CAT>>>>>

ORDER NOW BY SENDING £12.50 inc. p&p TO P. GIMSON .

Our next midday Meet & Eat will be in the Solent area on the 24TH. November.

More details in next month's newsletter.

Please try to attend as I am sure most of you will have your boat tucked away for the coming winter months. ED.

(1) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

ECHO SOUNDER

The echo sounder on all non keel boats works very well when in deeper water, but I don't need it to work when I have over 20ft. under my hull. I want it to work when there is only one foot under the hull.

I have spoken to most of the manufactures and they all proudly proclaim how far it will transmit in deep water. However after a bit of pushing they also admit that it will not give an accurate depth with less than 0.7 meter. This is no good to me when I am creeping in to an unknown port at night.

I bet your sounders transducer is fitted on the port side why!! Surely they would be better fitted on the starboard side when entering or leaving a harbour we all pass port to port the port side being the centre of the channel it is surly the deepest part.

The fitting of the transducer is either through the hull, or stuck inside the hull pointing straight down at the lowest point on the boat.

A mod. I did earlier this year on ME-AND-ER was to move the echo sounder transducer from under the floor in bottom of the hull and stick it on the flat part of the chine on the inside of the hull in the galley.

Basically it now sits just below the waterline and therefore the depth to the bottom of the hull is 0.7 meters. I am pleased to say it now works and even reads a steady 0.1 meters before the boat touches bottom. ED.

Email from Scubacat Cl.8.20

Peter,

It was excellent seeing you and the other Catalac owners again yesterday after the Boat show.

Some stuff I wrote on various topics to help the news letter!.

I wish I had more sailing stuff, but the weather this year was bad for us!

I loved the pictures of Dolphins, We have not managed to take any photos from Scubacat yet, but I got some shots from Starlight (Hirondell) in Lyme bay in 2004. There were three that played with us for about 15 minutes. Taking the photos was very difficult, and try as I might I could only capture them going back into the water. It was truly magical as you said, the first splash was surprising, and then the magic when we saw what it was!

All the best,

Dagnall and cathy

Yes it was great seeing you and other members at the meet and eat. The weather was bad for many members with either too much wind or not enough.

See below articles from Dagnall & Cathy Clutterbuck Owners of SCUBA CAT

Propellers and outboards!

We treated Scubacat to a new 20HP Yamaha last year at the boat show. This is the new slightly smaller head size version, that is replacing the old 9.9 range. Weight is about 51Kg, and it is a tiny bit longer "aft" than the old one, which meant that I had to cut away a bit of the fairing to allow it to steer.

I also looked long and hard at the 25 hp high thrust, but had to give up when I realised that it was so long that I would have to do something serious with the steering as it interfere with the linkage between the rudders.

The new engine seems less noisy, and vibration is good, as it has a "lanchester" type balancer shaft. Anyway, the main issue was that Yamaha do not do a high thrust version, so it has the standard 13:27

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gearbox, and not the high thrust version, which is nearer 1:3. – So the question was, with a fast spinning (smaller) propeller, what pitch would suit the boat best.

I was fortunate to have a couple of old props of differing pitches to test, so spent the beginning of the year scooting back and forth near our mooring at different speeds to get some data.

I am very grateful for the advice to get a Rev counter!, It was essential to the “data gathering” and I found during the year that I use it a lot. Mainly to prevent that “shove the throttle wide open” urge that I seem to get sometimes when the wind drops!.

The “standard” propeller was the 9.25*12, and this only allowed the engine to rev to about 3800, so was obviously better suited to a fast runabout, which to be fair, is what the engine is usually for.

The 9.25 by 10.5 was only a bit better, getting to 4000 rpm, and a tiny bit over 6 kts (I will come to speed measurements later!).

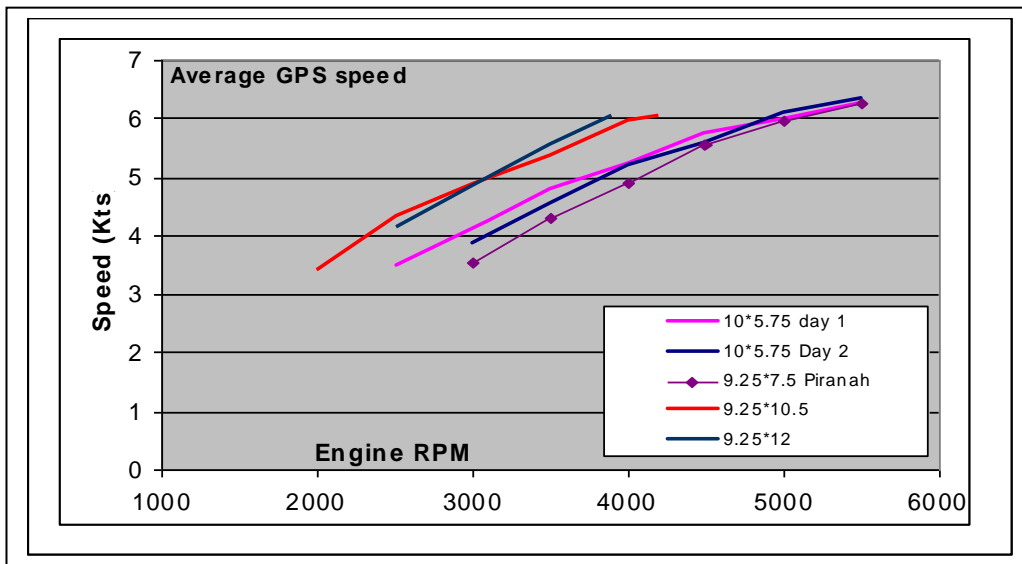
The surprise was the 10”*5.75 prop that was a cut down diameter 10.5”*5.75 high thrust four blade. The engine revved merrily, and we got an average GPS speed of 6.35 Kts. I was very encouraged by this, and being an optimist, hoped that with a slightly higher pitch, I might get faster, so after debate and searches I bought a Piranaha 9.25 with three 7.5 pitch blades, as recommended by Kernowrat

(<http://www.kernowrat.co.uk/>), who were very helpful. An advantage of these Piranah props is that the blades are replaceable, and so I thought I could also try different pitches cheaply if I needed to.

The Piranah actually had almost identical performance to the 10*5.75, dropping off a bit at lower revs (not surprising as it is a 3 blade and the other a 4 ?). (I also did a double check on the 10*5.75 on that day, in case weed had grown, or anything to invalidate comparison with the earlier test day, but the two 10*5.75 graphs are very similar.

So, conclusions: The piranha prop is OK, but the stopping power of the 10*5.75 4 blade is phenomenal, so we have stuck with that for this year. I’m still not convinced that a slightly higher pitch high thrust 4 blade would not give us slightly better performance, and possibly better fuel consumption. We were getting about 3.5 to 4 litres an hour this summer, which seemed a little high. At the boat show I found Steel Developments Propellers and they have a special “high thrust” 4 blade with (I think) 10” pitch and 7” pitch. I’m sorely tempted to ask Santa for one for Christmas...

Anyway, the data is graphed below for all to see...



The tests
were all done in
two opposite directions,
and
the speeds averaged,
to remove
tidal and wind factors

I am surprised how little difference to top speed, the change in props has made.

Balancing the engine, propeller and the hull speed of your boat can make a great deal of difference to both the performance of the boat and the economy of the engine.

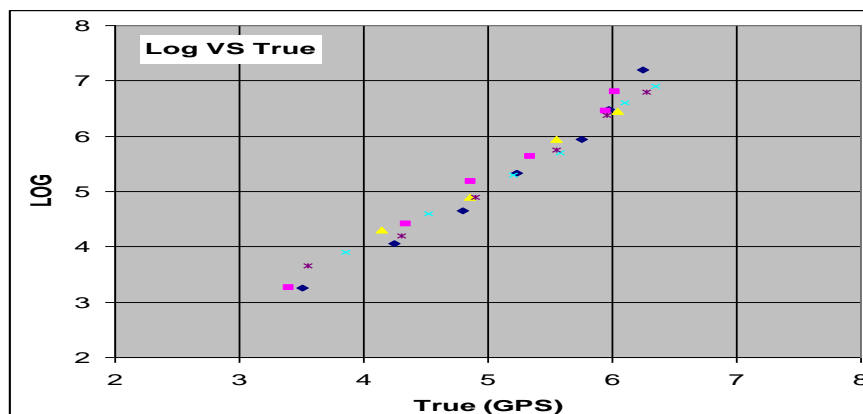
One problem is that the more the engine revs the more fuel it uses and the more wear on the engine. Although the max power will be between 500 / 1000 rpm. below maximum revs. The main torque is usually a little over 4000rpm. By only revving at that the engine will burn far less fuel and last for many more years. The loss of half a knot in top speed with the 9.25 prop revving at 4000 should give far better fuel consumption. I don't know the maximum revs of your engine but for continued running associated with either sail or work-boats 5000 revs is more than enough. I would think that a four bladed prop with more pitch should drop the revs to 5000 and still give over 6knts with the added advantage of being able to stop the boat quickly in reverse. The other thing to check is that the engine is getting full throttle, I have found that most are not and that the last quarter of throttle does not give any increase in revs. If you find this to be the case it might indicate that for the given engine size, the prop is too big for the load of the boat, or that the engine is designed to run well below its maximum. ED.

I mentioned Speed earlier, since I had a lot of GPS and Log data I was able to draw a calibration graph for the log.

As you can see, the log is not too bad at 4 and 5 kts, but over-reads at 6 kts, by as much as 1 kt, at 6.2 true. This is the reason I used GPS speed average in the first graph.

Has anyone else plotted their calibration graphs?

I was wondering if this was an effect of where the impeller is (port hull, port side, at rear, accessible under space where port engine would be), or simply an effect of the log itself?



I haven't found that it makes any difference where the log is fitted providing it is under the water, most boat logs can be recalibrated but they all seem to need over optimistic above 5-6 knots.

The speed we do in our cats is not that great, they do read at one tenth of a knot and this seems so important when trying to trim the sails, to go just a bit faster. Best calibrate at 5knts. This speed is a good average for passage planning in fair weather.

Try your car speedometer against a handheld GPS. ED.

On to another topic:

We were talking about using WI-FI on the boat at the meal, and I thought you all might be interested in some experiences.

Being of a scientific bent, I do like having my computer on board, and we modified the steering access panel of Scubacat to provide a small chart table and computer storage. I use Neptune Navigation planner to help planning, and it also links to the GPS for route and waypoint storage. –Anyhow,

I have been fascinated by “wok fi”, which is a growing movement that is building better antennas for cheap long range wi-fi. I really liked the “cheap” bit (saves money to buy propellers!), and spent some time in the shed experimenting. The essence of “wok fi” is that one can add a very simple “parabolic” antenna to a cheap standard USB wifi adapter, and get much better range.

I happily confused the helpers in the posh Cobham kitchen shop looking for a suitable “parabolic” wok or strainer, but eventually found a steamer at home that Cathy had never used. This opened into a quite realistic parabola, so I got to work with some drilling and plywood, fitted the wifi adapter to the steamer as a simple antenna.



The garden shed is on the far side of the house from the wifi server in the house, so the signal is quite poor, but by sliding the antenna back and forwards on the USB wifi adapter, I could significantly increase the signal, and get good reception. I mounted the whole thing on plywood stand and took it to the boat.

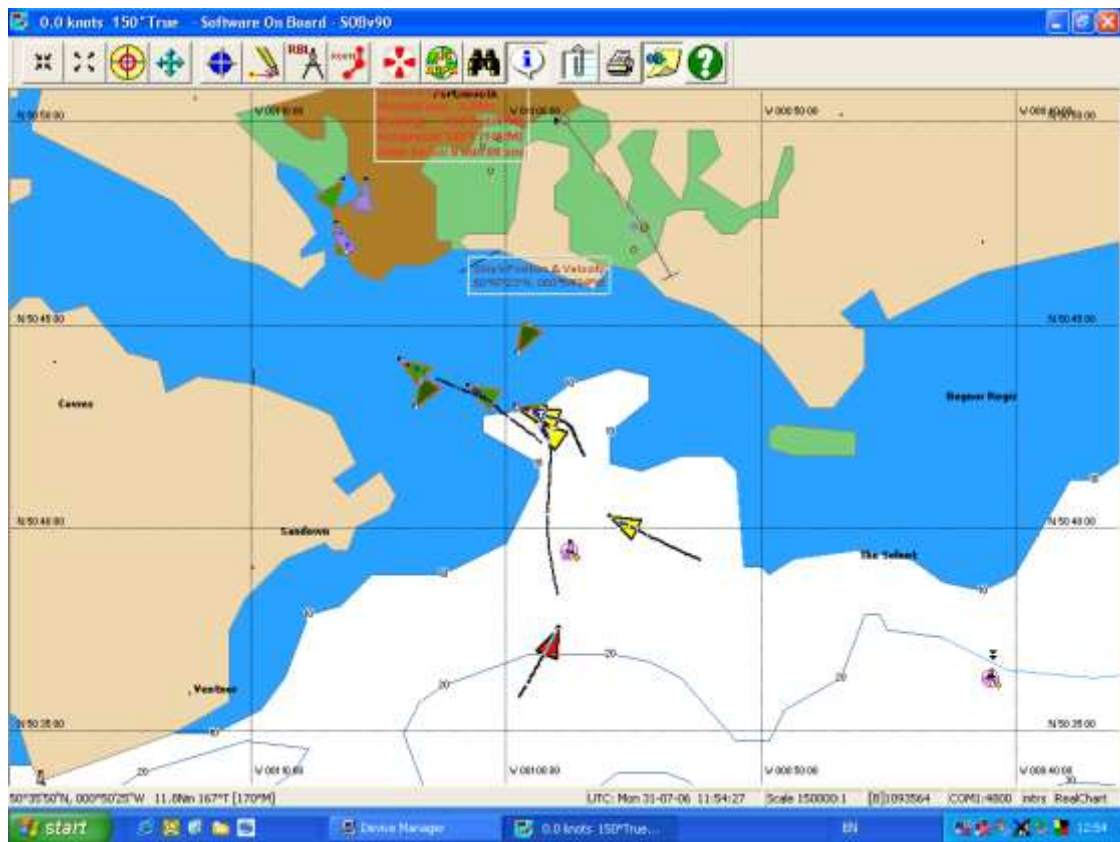
On the mooring we are about 500 m from a hotel that offers free broadband, and I can pick this up and get broadband on the mooring! Without the antenna nothing is visible. The nearby marina also had wifi, from square mile, and I can get this as well, although one has to pay for that.

I will try and take a picture of my antenna for a later note, but if you are interested, I found later that a very similar one was on the web...

[\(http://www.engadget.com/2006/07/25/turn-your-steamer-into-a-wifi-antenna/\)](http://www.engadget.com/2006/07/25/turn-your-steamer-into-a-wifi-antenna/)

The other thing we were talking about over the meal was AIS,

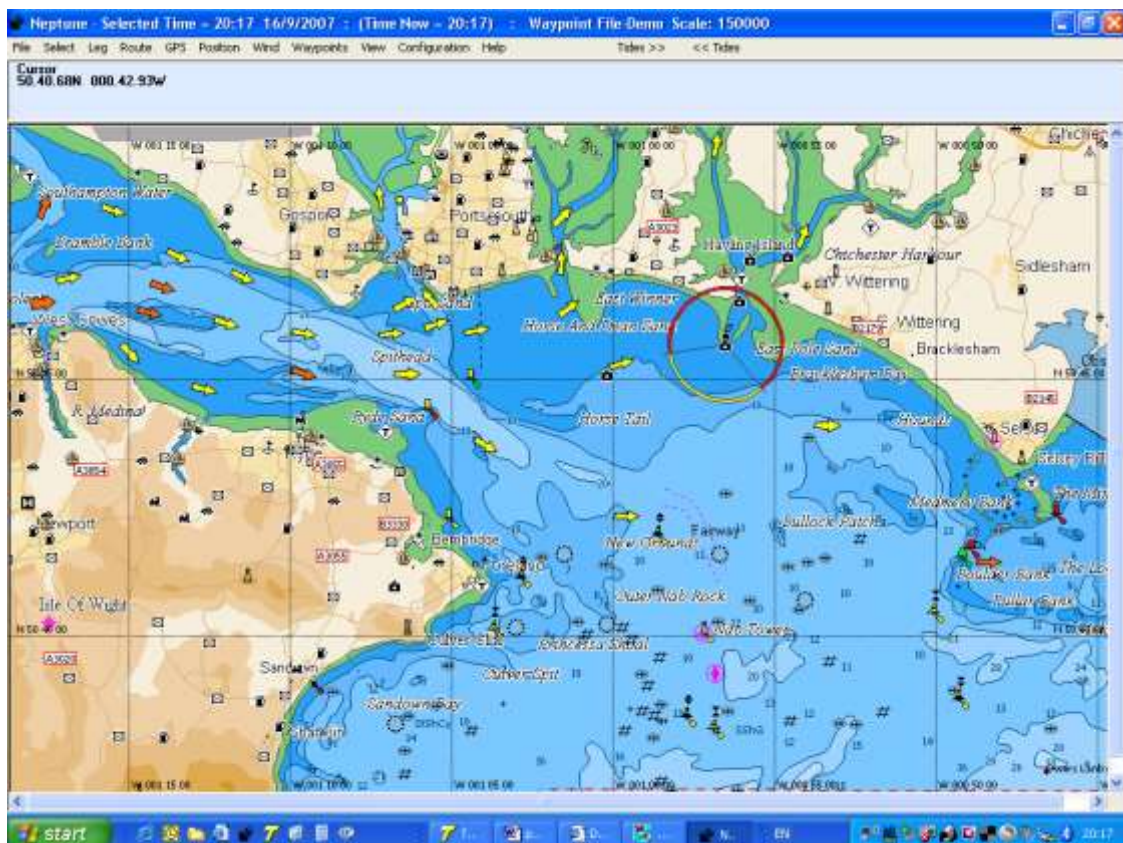
I saved the first test, below, when we were moored at East Head. 13 July 2006-07-31, using my spare, low level antenna, ~1M Above Sea level. This was before I got C-Map charts for my Neptune C-Map Planner. (which also works with Software on Board to give a much better display).



What I'm planning on using in the future is Neptune Navigations C-Map Planner, which is a great passage planning tool, and which should soon have an integrated AIS display

This is the Neptune Navigation C-Map Planner display of roughly the same area, note the real time tidal flows!..

(<http://www.neptune-navigation.com/C-Map.htm>).



I hope this helps and people are interested!

Best regards,

Dagnall and Cathy –Scubacat CL.8.20

E.mail from Joe Kelsall

Hi Peter,

I hope this e-mail manages to get you.

I am the person you spoke to on Saturday regarding information about the Bobcat owners club.

I am Joe. I own 'TORCAT' an 8m Bobcat 1963 hull No 42.

I bought her 3 years ago from a couple in Scotland Kirkcudbright I think.

Torcat was sailed across the 'Bay' last year in 4 days 13 hrs to La Coruna from Ireland. She is now spending her 2nd winter in Povoa De Varzim, on the atlantic coast of Portugal.

My wife and I would like more information on the association and maybe other owners. I would also like a Burgee as we are collecting them during our big trip which continues next spring. We intend to head south and into the Med for a couple of years.

I look forward to hearing a response from you soon.

Thank you.

Hi Joe,

Thank you for your e.mail and interesting information.

I have Torcat in the register, as 8.48 in fact the register jumps from 8.40 to 8.44. It was owned by a Peter Wilkinson from Kirkpatric-Duram, Castle Douglas.

We have several boats in the med at the moment and they may well be able to help you with marina fees etc.

How much does winter storage cost where you are?

I am sending you a story of another Bobcat that sailed to the med. We also have one that sailed to Australia owned by a Swiss man who had never sailed before.

The BCCA ie. Bobcat and Catalac Cruising Association is now open to all mono and cat owners, we are doing this to increase the membership.

Happy Sailing

Peter Gimson

As many members know we held our AGM earlier this year and I set out below the Commodores report from the AGM and draw your attention to the last paragraph. Both he and I would welcome your comments via the newsletter. It is only by us receiving your feedback that we can assess your views on the future of the Association.

[7\) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ](mailto:7.Hon.Sec.Office@196HarewoodAve.QueensPk.Bournemouth.Dorset.BH77BQ)

**Commodore's Report for The Annual General Meeting
on 31st.March 2007**

The Committee were encouraged by the attendance of additional different members who came to the "Meet & Eats organised in 2006 at Alverbank Hotel, Alverstoke on 28th. January; The Mercury Yacht Haven, Bursledon on 11th.March; The Gun at Keyhaven on 8th.April which was combined with the AGM and on 16th.September at TheDuke ofWellington, Southampton. It is hoped to make the last one a regular feature being the first Saturday of The Southampton Boat Show.

Local Rallies were held at Bembridge, Isle of Wight on the first May Bank holiday where 25 sat down for supper at The Brading Haven Sailing Club on the saturday evening.Aleck and Chris Tidmarsh organised the second one in Poole harbour on the second May Bank holiday with the evening meal being taken at Poole Yacht Club. Earlier in the month our Secretary and Sue in Me&Er with Aleck and Chris in Dragon Slayer went West where they met up with Roy and Carol Wright in Chateau Cat the two of them going on to St.Michaels Mount. We have yet to read the account of the second leg being the visit to Mont St.Michel, North Brittany from the sea on 22nd August celebrating Aleck's birthday.

Finally, I raise an issue for debate which concerns us all. We have to face the fact that Catalacs are no longer being built which means inevitably over the course of time numbers of boats and members will diminish. To allow this to happen, in my view, would be a travesty and a betrayal of all the hard work put in over the years by Tom and Mary Lack and latterly by Peter Gimson. Why not perpetuate the spirit that has been engendered by opening membership to all catamaran owners interested in cruising (as opposed to racing) and calling ourselves The Catamaran Cruising Association? Do let us have your views over the coming months.

BOBCAT & CATALAC CRUISING ASSOCIATION
Income & expenditure Account from 1st.January 2006 to 31December 2006

INCOME		EXPENDITURE	
Subscriptions	£1,771.50	Newspaper	£1,500.00
Advertising	£77.50	Register	£0.00
CD. sales	£37.50	Postage	£208.90
Raffle	£20.00	Stock purchases	£0.00
Bank Interest	£3.26	Engraving	£0.00
Donations	£0.00	MOCRA	£0.00
Bank error	-£0.00	Rallies	£0.00
		Miscellaneous	
TOTALS	£1,909.76		£1,708.90
		Surplus for year	£200.86
TOTALS	£1,909.76		£1,909.76

Balance sheet as at 31 December 2006

ASSETS		Represented by	
Current ac.	£545.62	Net assets at 31/12/05	£475.50
Premium ac.	£386.74	Add surplus for 2006	£200.86
Total cash at Banks	£932.36		
Less liabilities	-£256.00		
Cash Balance	£676.36		£676.36

Hon. Sec.
Peter Gimson

Hon.Commodore.
Jeremy Bretherton

I have examined the financial records of the association. From the explanations received, confirm the accounts as presented are in accordance therein.

Theo Hargreaves Hon. Auditor.