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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 everywhere

January 2007

This month's "Meet and Eat" **27th January**, at **midday**

To be held at

'The Alverbank Hotel'

Stokes Bay Rd. Alverstoke, Gosport, Hampshire.

The Alverbank Hotel is situated about 100 metres off Stokes Bay Rd. adjacent to the Solent with views to the Isle of Wight. We have a room booked, the food is varied and should suit both members waistbands or pockets. I hope you can attend.

There are 24 places available and, as per usual, we do need to know the numbers in your party so please, if you are available, either email me or send a text to my mobile 07 971 808 777. Please do it **now** not on Saturday morning as we need to notify the hotel 3 days in advance.....

It's that time again when **subscriptions** are due, some come flying in. Many thanks for those who have already paid. We all hope the rest—will come drifting in this month we really would like to receive the subs please so we can budget for the coming year.

So please can we ask you to check your payments, whether by Standing order / Direct debit / or Cheque.

For those wishing to update to the 2007 BCCA Register of Owners the register, as you know, now has owners names & addresses, mobile telephone numbers and email addresses and also the current boat mooring. When you sail into a new port/harbour and see another Catalac, we have all done this, how often when looking through your binoculars the first thing you see is another pair of binoculars looking back at you? The register will inform you who should be onboard and whether

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the boat is at her home port or away sailing. Apart from being very useful, the register for members acts as a marine watch. The correct amount to receive the newsletter for the coming year is **£25** for postal delivery and **£20** by email, plus an additional **£7.00** for the register, including postage. If you wish to receive a newsletter for the coming 12 months, then please let me have the correct amount **now**. Cheques to be sent to 196 Harewood Avenue, Bournemouth, BH7 7BQ, payable to BCCA. Thank you.

Last month's question..... how do you keep your batteries charged while cruising?
And how do you keep your beer and butter cool?. ED.

Reply from CYGNET.

CYGNETS Battery Management system.

I made the change from sailing mono hulls to a multi hull 2 years ago, when I bought our 8M Catalac "CYGNET". She has 2 Volvo 9HP diesels and had 4 x 75amp batteries.

The batteries were old and not holding their charge very well, so I replaced them with 4 x 80amp batteries as these fitted the battery boxes.

Each engine charged 2 batteries, with 1 battery for engine starting and 1 battery for domestic use.

The 2 domestic batteries were linked via the usual 1, 2, Both, Off switch.

Cygnets had one of the new (to me) fangled gadgets on board, an electric fridge, an item that I have never considered having on a boat before, Cold packs and bags of ice I found sufficient in the past.

Mind you the ice seemed to disappear into drinks quit quickly.

With running the electric fridge, I was lucky to have 3 – 3½ days of electrical power in the heat of the 2005 summer.

So I started thinking about how to get more electrical power and to improve the domestic supply.

The first thing I decided was to change the battery layout.

I planned to have one battery to be used for starting both engines. Two single cylinder 9hp Volvo engines should be able to be started by one 80 amp battery.

This would then give me 3 batteries for the domestic supply (an increase of 50% straight away).

Then I wanted to be able to recharge the batteries with out recourse to running the engines. I started by going to the Southampton boat show and discussing with the suppliers of Solar panels and wind generators how I could achieve this.

After studying all the information collected at the boat show, I decided the solar panel solution did not appeal to me as it appeared costly for the power produced and not as effective as a wind generator.

So I had made up my mind to buy a wind generator, and I planned to go to the London boat show to check my proposal with suppliers and do a final check on the costs before ordering one.

A few weeks before the London show I was doing security duty at my sailing club (Gosport cruising club). During the night I picked up a couple of sailing magazines to read. One of them had an article (I think the magazine was Sailing Today) about this guy who installed a battery management system, for about £150. This was all new to me, I had never thought of a battery management system to improve the charging of the batteries so I had to do a lot of studying to try and understand the theory of how it works.

A simplistic view of the benefits of a battery management system are as follows.

1. The normal alternator only charges batteries up to 65- 70% of their capacity where as when the battery management system is installed the batteries are charged up to 95 – 100%.
 - a. So my very simplistic maths showed
 - i. 75% of 2 x 80 gives 135amps
 - ii. 75% of 3 x 80 gives 180 amps

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iii. 100% of 3 x 80 gives 240 amps

So in theory the battery management system with 3 batteries would give about 75% increase in capacity over the 2 battery system.

This would mean an estimated increase from 3 ½ days to 6 days running our electrical systems

2. The battery management system for 2 alternators cost £233 Inc VAT (cost for a single engine/alternator £138). Where as the cost of a wind generator would cost about £720 (this is for generator, regulator and rectifier).
3. Improved battery life due to the voltage monitoring during charging preventing gassing.
4. As I am going to run the engine/s sometime during the trip (if not all of the trip). Why not get the best out of the alternator/s and into the batteries.

In the end I decided to invest in an ADVERC battery management system. This was installed during the lay up over the winter of 2005. It took about one day to install the system. Great care is needed converting the alternators when installing the monitoring cable. It will take about ½ a day for a single engine/alternator system.

It took another day re-cabling the batteries giving me the following configuration.

3 batteries for domestic use. (these can be brought inline to start engines if engine battery fails. (240 amps).

1 battery for engine starting. (80 amps).

The ability to charge the batteries from both or either one of the engine / alternators.

Well this summer (2006) I ran the electrical systems on CYGNET for 7 days without needing to recharge the batteries (they may have lasted longer). This included running the fridge, TV, radio / cd player and laptop.

Yes, I am very happy with the ADVERC battery management system, and yes I would buy another one if ever I changed boats.

The staff at ADVERC are very patient and helpful, and ADVERC has an excellent web site which gives you all the details you need to know in explanatory data sheets.

ADVERC home page is <http://www.adverc.co.uk>

ADVERC technical page is <http://www.adverc.co.uk/technical/>

Many thanks Roger for your article.

The system that owners use will depend on their own needs and requirements.

Your system for keeping the batteries charged is well suited for the owners of boats with diesel engines who use their boats mainly at weekends and for the annual two-week holiday.

Some owners fit 240v fridges and like many power boats just run from marina to marina where 240 v electric is available.

Owners with outboard engines will however have to use solar panels or wind generators if they wish to run electric fridges.

I know "RUSH" (outboard) has 2x30watt solar panels and a wind generator to maintain his small electric fridge for extended cruising.

To keep my 3x110 amp batteries charged I use a 30 watt solar panel with a regulator. The regulator is designed to prevent the batteries being over charged and once the batteries are at full charge it dumps the excess charge. I also have a gauge that monitors the current flow in and out of the batteries and amount used, current, voltage etc. I fitted this gauge after the regulator failed. The regulator dumped the charge rather than allowing the charge from the solar panel to charge the batteries thus causing me to have flat batteries.

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The approx. cost of the solar panel was £199.00, regulator £30.00, monitor gauge £40.00.

The solar panel has kept the batteries fully charged while cruising for 4 months in the summer and also keeps the batteries charged through the winter. The boat has pressurized water to galley and heads, gas alarm, colour plotter, radar, and auto-pilot. I also spend many nights at anchor and leave the anchor light on at night. These items do use considerable power when all on.

I do not however have an electric fridge, my fridge is powered by gas.

Should any owner be looking for an electric fridge we have a second hand one for sale and the good news is that it is one of the later type that is economical with it's consumption. (Add page 8)

We continue from last year, ME-AND-ER's summer cruise:

From Log: Sunday/18/6-10.50AM. Hazy- slight sea - wind Var. f.1-3 HW-P.bail 12.37 Motored to Violet passage then tacked out and tacked back past Demi de Pas straight into St. Aubins bay and dried behind the fort. Dist. 13.5 NM.

Alan Morris and Marilyn our new friends on "Rush" were nowhere to be seen in the bay.

The strong winds we had been warned about in Portbail, by the 5-day forecast on our Nasa weatherman were now expected soon. Jersey Radio are now issuing similar warnings. Although we are well protected from the elements behind the fort, a quick walk across the sand to St Aubins revealed there was space to tie alongside the wall in the small inner harbour. We elected to move in when tide allowed and this we did at 22.30 about 2.5 hours before HW St Hellier.

The wall has no pontoon but ladders from top to bottom, so once temporarily secured to an appropriate ladder long warps to the top of the wall are then required to keep the boat in position. With a rise of tide, even in the drying harbour, of 4meters, the usual springs etc will not prevent the boat twisting or surging back and forth in any wind. What is needed is a rope or two that will slide up and down with the tide to keep the boat in position. I have seen other boats use a single rope fixed at the top of the wall and looped round the cap shroud. This works by enabling the rope to slide up and down the shroud, but there is snatch and strain put on the mast in doing so. The other problem, should the ground be uneven from other boats sitting on the bottom the strain on the shroud as the boat tries to lean away from the wall at low tide is excessive to say the least.

I usually use two extra warps with bowlines at one end. The halyard for the cruising chute I pass through the bowline and secure it to the centre cleat on the foredeck. The other end of the warp is secured at the top of the wall. The halyard acts as a slide for the bowline and allows the front of the boat to rise and fall with the tide. The boom topping lift acts in the same manner as the halyard on the centre cleat, for the stern of the boat with the second warp also secured to the top of the wall. Any snatch or strain is shared by both halyard and topping lift and any little adjustment can be done from the cockpit by easing or tightening the boom on the traveler.

The following day, Monday, we cycled along the bay to St Hellier making good time with a SW F4 behind us, the strong winds delayed. We checked at the local chandlers re: our faulty wind instrument, (no help). Disappointed we headed off to the centre of the town past the many fashionable shops to the old fashioned local indoor market, hunting for local goodies and English supplies. Jersey has changed over the past fifteen years we have been sailing here, the lack of UK tax and VAT always made alcohol, tobacco, jewellery and clothes much cheaper than back home in the UK. This is now no longer the case, indeed most items are more expensive than at home. The local shop owners blame the high prices on the cost of shipping goods from the mainland. This answer may satisfy most of their customers but having been involved in shipping freight I find it very hard to believe. The petrol on Guernsey cost us cost 70p per litre but on Jersey it cost 102p per litre. Alcohol and tobacco are both cheaper on the much smaller island of Sark than the other islands, yet Sark has to collect such items from Guernsey or Jersey.

The skyline is also changing with multistory blocks of flats, visible as one approaches from seaward. A new glass and stainless steel building has just opened at St Aubins on one end of the harbour wall, it has several bars and a restaurant within - Mr. Batricks very pleased with the price he received for his boatyard - the site of the new building. St Aubins has now only one chandler should one need any bits, but before deciding to buy you will be able to eat or drink in any one of thirty bars or eating houses within half a mile.

Tuesday, cloudy, W4-5, We woke to find a French mono had tied against the wall behind us. After breakfast, Susan winched me up the mast to look at the windy, but I was unable to loosen the screws to inspect it further. The wind still from the west and our next intended port of call Ile de Brehat being only slightly south of west 40 plus miles distance, we decide to wait another day. Drama as the tide drops the French boat starts to lean towards the wall, the spreader already touching it. The four occupants of the boat having been away, returned from lunch in their Sunday best, after much shouting and arm waving the Captain dressed in silk shirt and white trousers jumped with spare halyard into the muddy harbour trying to get the fin keeled yacht upright. The two ladies hung over the side of the boat as if on a trapeze while the other man attacked the boat's near side leg with a lump hammer. Sue and I pushed on the mast from the top of the wall with the boat hook. Gradually the boat returned upright with no apparent damage, the same couldn't be said for the white trousers. The reason for the drama was not the captain's fault but a misguided holiday maker who had slackened one of the boat's warps to allow him to launch his dinghy. We were enjoying our meal later that evening when a fishing net held by one of the French men appeared being waved in our cockpit, the catch a bottle of wine. We would have gladly helped, any payment we felt unnecessary but not wishing to offend we took the bottle, thanking them.

Wednesday: wind still from the west but according to the forecast, dropping later. The day pleasant we cycle to St. Brelades Bay. When I say cycle I mean we struggled to push the bikes up the steep hill out of St Aubins and then speed down the other side to Portelet and only stopped as we hit the soft sand on the beach. The sea can be seen to be moderate with a reasonable swell. The beach is wide as the tide is out and alive with the local pony club making full use of the available sand. We push the bikes for the next half mile to St Brelades. St Brelades Bay is often like St Aubins, past by UK boats as they head for the hustle and bustle of the marina at St Hellier 5 miles further on. We have found St Brelades is both a safe and large anchorage with any wind coming from the north or east and there are only a couple of rocks to be aware of when entering, so check your charts. We have often used this bay in the past as a good point to leave for any port to the south or east, the advantages being a saving of an hour on passage time and one is not restricted by having to wait for the tide. After a light lunch and a paddle (water feels to cold for a swim) we head uphill inland to join the cycle path that leads to the light house of Corbiere in one direction and back to St Aubins the other. This route back to St Aubins runs through woods and behind many of the luxury properties of Jersey bringing you down into the other side of the town.

Thursday: All calm in the safety of our little harbour, the tide still out we listen to first the morning forecast, then 13.45 forecast from Jersey radio, the local airport two miles away the wind is NW 3-4, ideal for us to sail to Ile de Brehart. We leave as soon as we float at 14.30 and on clearing the fort with full sails the wind seems to be a good 4-5 coming still from the SW. Not about to give up we continue to Noir Mont Point (always bouncy in any wind over tide conditions) the wind even after we pass the point not what was reported little more than an hour ago. I can see the admiral is not too pleased as she dons her lifejacket. She then turns the VHF to channel 18, this channel is a recorded voice that gives the current wind at the port entrance to St Hellier and is used by the many ferries and fast cats that enter. A crackly voice was soon heard "the average wind direction at St Hellier pier head is 243 degrees, average speed 18kt gusting 26kt". Before the next recorded message could be heard we turned through 180 degrees back past Noirmont and turned into Belcrute the small bay at the beginning of St Aubins, this was the first bay we ever anchored in on our first visit to Jersey many years ago. Now well sheltered from the

wind, we take stock and decide to back onto the beach behind the fort at St Aubins to allow us to get a good night's sleep and re-float about 4.30am. During the night the wind veered north and dropped to F1.

Friday 23/06. from log; Float 4.45am cloudy, lumpy moderate sea for first 3 hrs. then slight, wind var 0-1 used one engine most of the way, picked up buoy in La Corderie at 12.43am. log dist 43.9nm.

During this trip we allowed a 5 gallon fuel tank to run dry. This is the first time since the boat has been launched 3 years ago we did a proper consumption check, the rev counters having hour meters fitted. On checking the engine hrs since it was last filled, the consumption was only a quarter gal/per/hr. Very pleasing. As is always the case the engines have been used more than intended. After lunch, launch the dinghy and explore La Corderie with hand held gps to mark suitable drying anchorages for later use should no bouys be free. The rocks in this area are generally of the sharp pointy variety decidedly uncomfortable even sit on, we class them as unfriendly rocks. It's 12 years since we last came to Brehart then we anchored in La Chambre. La Corderie is better though both are rock strewn, the holding not the best, (settled weather only anchorage). The nearest safety in a storm being the rivers of Trieux leading to Lezardroux or Pontrieux or the other River Jaudy to Treguier or tide permitting the beautiful port of Paimpol. The advantage to us while on passage of Ile de Brehart is that the time saved by not having to venture past to either of the rivers will save us at least 3 hours by the time we go in and out. It was good to re explore the island and we climbed to the highest point to take photos. The Island little changed since our last visit, apart from the addition of a campsite. Like any small island any provisions that you buy will be more expensive than on the mainland.



View to the mainland from Ile de Brehart.

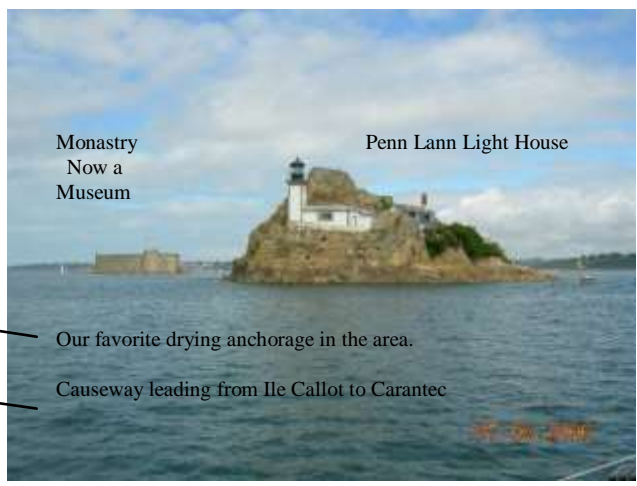
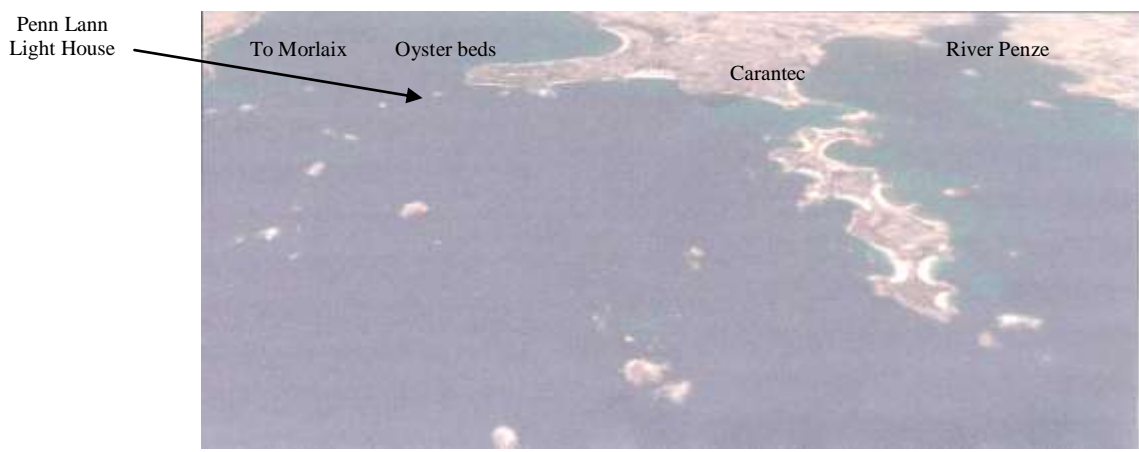


View of channel in between the rocks from left to right

Saturday 24/June: Now just out of range of vhf forecasts from Jersey radio we leave Brehart heading for the Bay de Morlaix. Motored out of Brehart to clear rocky outcrop into light wind. We turned aiming for the 20m. depth contour the sea slight. Last year when we left the River Lezardrieux the wind was stronger and waves were breaking as they reached this 20m contour.

About an hour into our trip the vhf crackled meander, meander this is grace**** etc as the transmission broke down all that we managed to establish grace**** was at Ile de Batz (Roscoff) we were headed towards them 35+ miles away. Unable to hear properly, he agreed to call us later. The wind gradually eased more aft robbing the genoa so after the usual 15 to 20 minutes fumbling with pole and spinnaker. All is well as we speed up and sail past many other boats. Our course takes us the more scenic route inside the September Isles in flatter water, the outer route being rougher but with the better current. The area we have been sailing is beautiful and known as the Cote d'Amour or Cote du Granite Rose, an area very popular with the charter fleets from St Malo in the East, this distance now almost at their limit for the weekend charters, they all seem to sail the usual path with visits to Lezardrieux, or lock into the marinas of Treburden, or at Perros Guirec, not wishing to join them we continue past Perros to quieter locations.

Just past Perros is the entrance through the rocks to the much photographed Ploumanach. Entrance only possible by depth gauge, it is well worth a look, though we thought expensive as one has to tie on dumbbells and dinghy ashore. Next time we go we intend to anchor in one of the drying sandy areas we have now marked on the gps. The chateau at Ploumanach is impressive when surrounded by the tide, the rocks in this area are of the friendly variety ie. oval or round boulders, they seem to somehow balance on each other more akin to the scene in a cowboy movie than the lunar landscape we have sailed through since leaving the UK. We managed to spinnaker until the need to alter course into the Bay de Morlaix. The bay is large with several entrances cardinal bouys and marks in all directions. The almanac recommends caution as even by sailing in the buoyed channels rocks are a hazard at low water. The Bay splits into two rivers one the River de Morlaix to Morlaix the other the Penze we aim to the right of the light house at Penn lann for the headland off Carantec jutting out between them and anchor off Ile Callot. The previous year, our first visit to the Bay du Morlaix we picked up a buoy inland of Penn lann light house, the almanac and English charts show an anchorage also in this area, unfortunately this is no longer the case as local oyster beds, marked by diamond shaped buoys have taken over all but the main channel through to Morlaix. The Island of Ile Callot is joined to the mainland by a causeway dependant on tide.



While waiting, we watch the many visitors of the day leaving the island as the incoming tide starts to cover the causeway. The walkers and cyclists now have water above their knees at the lowest part of the causeway and a large motor home is seen making a dash for the mainland. In horror we watch as it stops half way despite many hands pushing and pulling it isn't moving until finally with water rushing through the open doors a tractor appears with a long rope and the vehicle is pulled to dry land. Panic over, half an hour later we move to the south of the island over this causeway to one of our favorite drying anchorages. To be continued next month.

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.

**** News Update from "RUSH" ****

Last month we reported that Alan Morris with a nervous Richard Woods aboard Rush, arrived Mindello, Cape Verdes etc.

Email from Tobago.

We arrived here 10am Weds 20th after a rather bumpy 14 day 2000 mile passage.

2 slow days, slowest run 96 miles otherwise about 160 a day. lots of squalls. problems with reefing gear as expected. Jetti will be bringing spares tomorrow. (Jetti is Richards lady friend)

Had to use hank on headsail for last 2 days.

Internet here is very slow, so will write again more fully soon.

Will be here for Xmas then go to Grenada next week.

love, best wishes etc Alan

Hi

Now in Margarita Venuzuala left Grenada a few days ago and stopped in Testigos for a day.

Thirty miles out from Grenada the boat broached and I noticed the port rudder had broken off! Luckily it was daylight and the wind under 20 knots and after considerable difficulty managed to retrieve it with the dinghy, luckily it floated. It was not a good day with furler still jamming and the motor cables locked in forward gear and then the centerboard jammed with a plastic bag caught in the case!!!! Anyway sorted most things out and got to Margarita with one rudder and some hand steering now the fun and expense of trying to get it fixed.

Alan.....

Outside News.

"The RYA are asking yachtsmen to report to them unusual incidents while cruising abroad.

For example a yachtsman cruising the River Seine reported that guages on some diesel pumps were not completely accurate leading to the amount of fuel dispensed not matching up to the amount the purchaser was going to be charged.

Contact flying.kites@rya.org.uk".

Also -"On 1st.December 2006 The Ofcom

Licensing Centre took over the issue of Ships Radio Licences from The Radio Licencing Centre.

As a result you are now no longer required to renew your licence annually.

Licence applications, amendments and validations will be made via a web based service free of charge.

Contact

e-mail licensingcentre@ofcom.org.uk ot tel:02079813131".

