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Catamaran Cruising Association

Formerly Bobcat & Catalac Cruising Association



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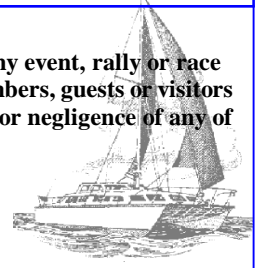
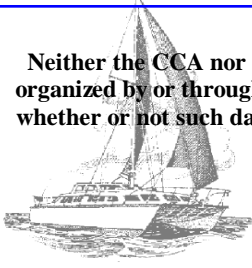
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Disclaimer

Neither the CCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the CCA 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 CCA.

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.



May - June 2011

Hi to all you Catamaran Sailors.

I hope to be away sailing during the next few months so will be unavailable to answer your queries. Our next events are as follows.

27th May - 3rd June: our first Rally will be held in Christchurch. (The home of Catalac) Bob Freeman will organize a meal at the local Sailing Club, berths may also be available for those not wishing to anchor and use the dinghy. For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796

18th - 19th June: Cheese & Wine afternoon on the I.o.W. at Newport.
For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796.

9th - 10th July: More of the IOW enjoying the delights of Ryde.
For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796.

18th - 21st August: Poole BBQ at Bramble Bush, anchoring off Brownsea Island for the night and enjoying Bournemouth air show during the day. Midday meal at Poole Yacht club, depending on numbers. For further details and the number in your party please contact Chris McCarthy by e.mail aleck@mq-sales.fsnet.co.uk or mobile on 07905 105596.

All email members will have seen Roy Wright's request asking members if they have replaced the original Catalac sheet winches and if so could he obtain them for his 8 Chateau Cat.

From that email we have received requests for halyard winch handle etc.

If any members can help or have Calalac bits lying on their garage floor please email me and I will circulate to all members.

I need to get up to the top of my mast, this is one job that I don't enjoy, I am no longer able to pull myself up a halyard and my good lady finds it quite hard to winch my overweight form up to the top in a bosun's chair. The need for going up the mast may only happen occasionally but you can be sure if you do a lot of sailing the need will occur at the most inconvenient time. To overcome this problem, Peter Denning has made a mast climber to enable him to go aloft without all this heavy winching, having seen it and needing to go and check my wind instrument, I have copied his creation and will let you know how it and I perform. See picture of Peter Denning's climber.



Rope passes through jammer at the top and hole at the bottom feet either side of rope.

Bosun's chair on another halyard is tailed by a member of crew.

Stand on climber crewmember takes up slack on bosun's chair, lift your legs while your weight is being supported by the chair legs now bent stand up straightening your legs crewmember again takes up slack in bosun's chair.

Repeat process to climb up the mast.

To come down get crewmember to lower you in the normal way release the jammer on the climber on the way down. The rope that the climber is fitted on must be tethered tight top and bottom to allow climber to lift when you lift your legs rather than just lift the rope of the deck.

The climber cost is minimal one jammer, securing screws, under £20.00 the frame is made of wood or ply, which I had lying around the garage. I also fitted a small piece of metal over the jammer to keep the rope in place so it could not slip out.

Nearly everyone you meet are complaining about the cost of diesel, petrol or gas. Boat owners with gin palaces are trying to get their heads round travelling at 5 to 6 knots on a sailing boat. The day of the lighter two stroke outboard that is easy to start but less fuel efficient are well and truly numbered. We nearly all use energy efficient light bulbs in the home in an attempt to become greener. When it comes to our pleasure we tend to spend on the latest gadget or gizmo to become more fuel efficient or greener. There is a point where it is all too easy to spend more money than you will save. Over the last few years we have seen owners of our catamarans compare the costs of buying and running petrol outboards to diesel inboards. The other comparison that members often compare are the plusses and minuses of gas fridges see articles below.

Fridge, Friend, Foe, or just plain "F" word?



A Practical disaster.

By Dave Thomas CL 9.07 AKU - AKU

During our extensive refit, we somehow acquired, two three way top loading refrigerators. They both worked perfectly on mains or gas, but clearly required a good deal of amperage when 12 volt operation was called for.

We thus decided to research the subject of refrigeration before building something more comprehensive into the boat. Everything we read stressed the importance of efficient insulation. We visited several companies who supplied suitable components and insulative materials. One thing became quite clear, it was going to cost a good deal of money, time and effort.

An entire locker space below a pilot berth was sacrificed for the project. By so doing we were able to construct a box surrounded by five inches of closed cell foil faced insulation. It was made top loading and sealed off by a large ex mdge door with extra insulation added to the inner face. Below this were two horizontal sliding clear perspex panels which would *help* first see into the interior and then retain cold air whilst delving into the contents. It offered a capacity of 80ltrs, being within the claimed operating capacity of the cooling unit, The interior was neatly finished with cold room lining material and great care was taken in the construction of a duct leading from the cooler unit air intake to a bilge which contained the water pressure accumulator and several water way junctions. We thought this would give the cooler unit a head start as it seemed to be about the coldest space available in the many bilges to be found in our 9mtr. Catalac AKU-AKU. The finished item looked rather like a scaled down chest freezer.

The instructions and diagrams supplied with the Supercool unit from Sweden were followed to the letter. The project took five weeks to complete. It included a very impressive looking remote control panel with flashing L.E.Ds. Adjacent we fitted an electronic thermometer, its sensor having been inserted into the fridge below the cooler unit.

Shoreside boatyard pundits, meantime, having learned of the works in progress, made derisory comments and had nothing good to say about "Pelltior effect" cooling systems suggesting that no more than a five degree difference from ambient temperature could be achieved. This characteristic coupled with appalling consumption of amp/hrs would ensure gloom doom and despondency they said. Undeterred we pressed on preferring to believe manufacturers claims.

Having completed the project we switched on and waited. It worked perfectly, it was quiet and the internal temperature fell to the preset Butter, milk, meat, wine beer etc, were all swallowed by our fabulous fridge. We felt it unlikely we would ever have need of dry ice or ice cubes placed in the bottom as an alternative means of operation. Our battery charger connected to shoreside mains showed no signs off lagging and an seemed well.

Sea trials in the Solent and around I. O .W. came next. A combination of our Rutland wind generator and two solar panels seemed to keep the battery bank up to scratch. Inevitably there came a few days of little sunshine and no wind. The need for careful monitoring of the battery state began to rear its ugly head. It was not long before a larger alternator and a Sterling regulator were deemed necessary thus again delaying our sailing date. There had been so many delays that we often wondered if we were ever going to escape. So did many friends and relatives and we are sure they were quite shocked when we finally sailed. Meantime our other two fridges had made good value on the second hand market. We felt quite smug about it and indeed bragged that it had virtually paid for the super de- luxe installation we now had.

So we said our final goodbyes and left Chichester for the French canals via the Dover Calais route. Adventures began fairly early on and we were kept quite busy. The story of our journey through France would fill a book. The fridge became an accepted part of the ships gear, it worked well and gave no trouble. So much for the pundits we thought!

Arriving in France much later in the year than intended, we pressed on with the intention of getting as far south as possible. We coped with all sorts of incidents, negotiated awesome tunnels huge locks and amazing viaducts, rescued a stranded boat, waved happily at peniches, fishermen. ducks and other boats. It was all part of the adventure as we became used to yet another change in our way of life. We began to absorb some of the ambience of La Belle France and its people. We reached Beaucaire and were offered a

fine berth alongside a pontoon with a limited supply of free electricity. All this time, the fridge gave no trouble. Nor did it throughout the winter.

Spring arrived, temperatures improved and we departed Beaucair our intention being to take a leisurely cruise along Canal du Midi before rigging our stick and heading off for the Greek Islands. However we had grown accustomed to the leisurely way of life in France and so found ourselves in no hurry to move on from one mooring spot to another.

As the temperatures rose we found ourselves fighting a losing battle with the electrical supply demands of the fridge. Our natural energy sources were unable to cope, necessitating long engine running battery charging periods. Unfortunately it became imperative to charge in the evening to ensure that sufficient power was available overnight. Often it was necessary to run again first thing in the morning. We realised this was somewhat antisocial and found ourselves searching out secluded spots where we would trouble no one with our noise. However, for some reason our boat is a magnet, and wherever we moored, others would surround us. We do not regard ourselves or our boat as particularly attractive but it was a fact that we seemed to be something of a Pied Piper particularly to hire boats. One such skipper was once so anxious to moor closeby that he leapt ashore without his bow line. Unseen by us he watched helpless as his forty foot cruiser made off down wind. His wife, still aboard apparently could neither start the engine nor heave the mooring line. By the time he had knocked us Up asking for assistance his vessel was in danger of careering over the weir which lay in wait downstream. We took him aboard, cast off and chased after his boat.

Coming along side we put him aboard and stood by. He made it to the conn., started his engine and shot off to the next lock without even a thank you!

It was not necessary to charge our battery after that escapade and the fridge made it through the night without shutting down for lack of volts. The battery charging problem was rapidly becoming worse as the year advanced and temperatures rose. We developed a real paranoia as the battle to maintain adequate amp/hrs became more desperate. Often, waking at six, the low battery warning light would be on, necessitating an immediate engine run or risk loosing the entire contents of the fridge. The average internal temperature gradually rose until we began to wonder if the fridge was having any effect. We had already halved its capacity by inserting a spare block of insulation in the centre. Meat, milk, butter, escargots went to the end where the cooler unit was fitted, whilst things of lesser import such as beer and dog food went to the far end. Next we bought a brand new high capacity battery and by altering the wiring slightly, dedicated it to fridge supply and sole receipt of solar and wind generator charging. It made no appreciable difference. It was at about this stage that we realised that our once wonderful device had degenerated to having become the 'F' word. It had become our cat o nine tails.

Following an unfortunate, unhappy and damaging encounter with a very large peniche, we were obliged to stay at Frontignan for somewhat longer than intended whilst effecting repairs, The local L.A.s who have been there years made it clear that we and our frequent engine runs were not welcome. We left under a cloud. "*Get yourself a gas fridge*" they shouted, we had already started looking! Damitt how stupid had I been selling off the two we had in U.K, We went to chandlers camping shops, car boots, flea markets, breakers yards etc. an the time behaving like a scurvy ship. *Why don't you use your 'genny' suggested one bright spark! Well, simple, it makes 20 amps, the engine makes 90!*

One Sunday morning we cycled from Agde to Marseillon Plage and walked all round the massive car boot sale which is held there weekly. Not a fridge to be seen. Just as we were leaving, a stall holder produced from his van, a large white box and set it down on his display table. Trying hard not to appear over interested we casually sidled over. It was exactly what we were looking for, top loading and clean as a whistle. It contained a stuffed polar bear and the Frenchman explained that he had been resident within for some years. *Combien le prix sil vou plais M'sieur ? 200 Francs (£20). II Marche tress bien nest pas? Oui oui, tres tres bien!* There followed a deluge of French explaining everything to do with it's history. We smiled knowingly and passed over the money.

Some how we loaded both fridge and an earlier purchased playpen onto the rear carrier of my bike and cycled precariously back to Agde where we had been hiding in the bank side for some weeks. Our puppy dog was not impressed with the playpen. Well what else could it have been intended for. ? The fridge was turned upside down and encouraging gurglings were heard. Next day we cleaned its gas jet, checked its integrity in general and discovered from its serial number that it was probably very old. We fired it up in the cockpit and waited, Fifteen minutes passed before I could no longer resist the urge to inspect the interior. The resident polar bear soon found himself evicted, for oh what joy, it was cooling down! A few hours later we transferred the contents of the built in unit to our newly acquired gas fridge. We turned off

the Peltior effect monster for the last time and we thankfully stopped running our engine and feeling like lepers.

I contemplated transferring the gas cooldown system to our built in fridge. Somehow I could not bring myself to dismantle our new acquisition, so well did it function, but it took up valuable space and should have been installed where the built in one was, It took only a few hours with a hammer chisel and scraper to destroy five weeks of work.

The vacant space thus created accommodated the fridge very neatly and left additional space adjacent for the storage of fruit, veg. and beer. We have not looked back since.

The fridge has increased gas consumption by around fifteen percent. Its efficiency is almost comparable with a freezer. During high ambient temperatures we run a computer fan attached to the cooling fins to ensure an adequate air flow here. Such fans are readily available from computer repair centres and have a negligible electrical appetite.

We fitted a small flue to the gas chimney otherwise condensation could be produced and potentially poisonous flue gasses could remain on board. We made the flue as short as possible and took it out through a proprietary skin fitting.

Well I think I'll just dig out a nice cold beer and install a bottle of wine for tonight's dinner. I will be careful not to leave them in overlong however as they could turn out too cold even for the South of France.

This article was published nine years ago. Butane gas was and still is 30% cheaper in France than UK. I also feel that electrical compressors will have become more efficient since this article. See Dagnall's **On Fridges** And Bob Freeman's **Fridge Conversion on an 8**

On Fridges. We have an excellent little Waeco CDF18 (18 l) coolbox, it has a "proper" compressor pump and whilst it takes 4A when "on", the thermostat is only on for about 1/4 of the time for us, giving about 1A average consumption. Its a little small, but being top loading, is very efficient (no cool loss when the "door" is opened) Ours fits neatly under the sink. We have had it years, and it had one problem early on, which they fixed quickly. They seem to sell the compressor etc as a separate item for updating cool boxes.<http://www.waeco.com/pdf/More Comfort on Board 2010 en.pdf>

Fridge Conversion on an 8m Catalac

With the price of Calor gas getting higher every time you buy it, it seemed only sensible to think about using a 12 volt battery that was being charged by the solar panel and could after purchase, run the fridge for free

The fridge in use was only a small electrolux either 12 volts or calor gas and although it worked well on gas, on 12 volts you would need to connect to shore power and charger unit as it would pull as much as 6 amps, to much for the solar panel to supply. We did try it once but just ended up with flat batteries

The options were to convert the existing fridge, get one a bit bigger and convert that or purchase a new one.

Ann said she would like a larger fridge and as I did not know how reliable or effective it would be, I decided to buy a larger one on ebay and convert that.

Shopping around for a compressor I came across the Isotherm classic GE-80, unfortunately vat had just been increased but I was lucky enough to get one at the old price of just over £300. This is the smallest one they make and uses an evaporator plate of 250mm x 350mm to work on about an 80 litre size fridge.

I then looked on ebay for a second hand fridge and I could not believe the amount there were available, these were 3 way fridges to operate on gas, 12v or 240v. The prices ranged from about £0.99 to over £200, I eventually purchased one for £40 but had to go over the seven bridge to the Cardiff area to pick it up.

It was quite an old one but it cleaned up ok and I was able to test that it did work on 12v 240v and gas before doing anything else to it. I then changed the controls over from the top of the fridge to the underneath where holes are provided for this to be carried out.

It would make the job a lot easier if you were to remove all the existing pipe work and blank and seal the back off but I decided to keep mine just in case !

Before taking it down the boat I drilled a hole in the back of the fridge fairly low down, to take the 2 evaporator pipes and thermostat wire and also mount the evaporator plate at the back of the fridge using the spacers provided and 4 small self tap screws.

The size of this fridge is slightly larger then the old one so I had to cut out part of the surrounding panel with a jig saw for it to fit in.

I then found that the fridge would not go over the bunk in to the galley, so I had to remove the back pipe work and put them over separately and reassemble them in the galley.

I made up 2 wooden runners for the fridge to slide in on with a groove at the back of each for the two back feet to locate in and hold the fridge steady, I was going to fit the compressor under the fridge but found that to do so I would have had to do so before fitting the fridge or cut out some more wood work, which I was reluctant to do.

So the compressor went in the locker space under the oven on a thick piece of ply and I was able to drill a hole for all the pipe work and wires to come through. I fitted a Nasa voltage / amp meter so as to monitor every thing and the batteries are charged mainly by the large solar panel on the top of the dog house. This is approx 80 Watts and regularly charges at 2 to 3 amps but can go higher or lower as conditions dictate but this is a subject on its own !

First I fired the fridge up on gas to check it was working ok if I needed to revert to it. I then connected the thermostat and the main battery connection, the compressor started and ran so quietly you only really hear it when it shuts down. Which it did after about 4 minutes, I turned the thermostat up to max and again it ran for about 5 minutes and shut down, monitoring the amps showed a reading of between 0.4 /0.5 amps and the battery voltage drop would recover well before switching on again. On a low setting the temperature was about +5 degree's C on full setting it went to about minus 10 degree's C. Remember that the area closest to the evaporator gets the coldest !.

I should have fitted it 20 years ago, it runs really well. There is no place to make ice on this one but if you stand something against the evaporator it will freeze.



Bob Freeman 8m "Think Again"

Many Thanks Bob.

Last Year we read Aleck's report (with the help of John) on his trip across the bay with his friends from Australia in two new Lipari Fountaine Pajot catamarans "Whiskers" and "In Tune"

This month we TUNE IN for an update on their progress.

TUNING IN TO " IN TUNE".....Episode 6. 27/4/2011 (1. for 2011)

Hi to Everyone,

"Aaahhhh....."a nice relaxing cuppa at our first anchorage of the season - Faro lights in the distance, a red ball just vanishing beneath the horizon – yes, this is what all the frustrations, anxiety and hard work is about.

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Not that we are complaining, after 4 months of being indulged and cared for by wonderful friends and family in Australia, we felt quite ready for some good physical labour, the results of which have only added to our safety and comfort.

It is hard to imagine that we left Oz a month ago though we did go via UK. Here David had a chance to refresh his memory and skills by taking part in a 5 day Skippers Sailing Course on a catamaran in Plymouth. It has also given him a certificate of expertise which may be needed later in our travels.

I had the good fortune to spend this time with our son, Ian in Barbican, London – in the evenings anyway – in the daytime, when he was at work, I was busily patronizing the underground railways to take me to various shopping centers. It was a good opportunity for me to stock up on many of the things we could not fit into our luggage and which we cannot buy too easily once sailing. I now have a years supply of glucosamine tablets for example, as well as other pharmaceutical items including cold and flu tablets which we used in abundance. Having flu injections a few days before we left Oz. - was not a wise move.

We ordered a lot of items on line too – many through Amazon UK. These we had delivered to Ian's address. From there, we organized a freight company to transport them to Almansil near Faro in Portugal. It was lovely seeing Coralie and Allan again – they were there to meet us at Faro airport. We drove via the freight co. to pick up our stuff and somehow managed to fit in a 30kg. box, our two suitcases and back-packs, two king lambs-wool underlays, a sewing machine, two radar reflectors, and a few other large packages plus the four of us, into Coralie and Allan's Volvo.

This Volvo, purchased by Coralie and Allan for 450 pounds in the UK, and then driven to Portugal, absolutely brim full of boat necessities for both boats, was a real blessing. Unfortunately, it had to go to the wreckers before we left. No-one wanted a UK registered car with the steering wheel on the wrong side!

Two days after our arrival back in Portimao, "IT" was lifted out of the water, suspended in a harness between the arms of a huge crane, and deposited on dry ground. With Coralie and Allan's help (C. and A. in future) -the next 5 days gave us time to add our new Kiwi Feathering props and blade cutters, have the engines serviced and gave us time to clean, polish and anti-foul the hull where needed. I also shopped to re-stock for food and supplies and unpacked and put away, all of our "stuff".

Work continued when we returned to the marina. With Allan advising - David moved our solar panels. The three huge panels were at deck level and not getting the benefit of the sun. It was a big job, taking days of preparation cutting the pipes and drilling out and putting in new rivets and bolts. Then, with ropes attached to the main-sail halyard (rope) and the winch it took the four of us to raise it up to the end of the binimy (roof). It was a job well worth the effort though, not only providing us with more power but also adding extra shelter and improving our vision out of the back.

Coralie and Allan have been very helpful - having already finished and experienced all the "jobs. And the difficulties involved.

Another time-consuming job - worth doing, was adding four luff cars to the main-sail.

This however, wasn't achieved without some major frustrations for poor David. He hates using Allan's big sewing machine – it doesn't always co-operate as it should. Even worse, on this occasion, he needed to use it on the roof just under the mainsail in very still conditions. All went well sewing the first three, then, just as David was sewing up the last one, the large spool of special thread he was using, flipped off the shaft and rolled down onto the deck bouncing into the water of-course.....!

It was not a pretty sight watching the guys reeling in a kilometer of thread and seeing it pile up on deck. At over \$100 a reel, it is not only very pricey but also difficult to get and besides, David is not one to let a tangle or two beat him.!!! I wont mention how many hours he persevered with the re-winding..... but..... did it beat him?.....definitely not.!

Luff cars,

incidentally, attach the main more closely to the mast and allow the sail to be raised and lowered far more easily – an important necessity with the unpredictable winds in the Med. - we have been told.

I wasn't idle either during David's toiling and managed to make good use of my new sewing machine. There was quite a lot of repair sewing to be done as well as sewing up batteline shades for the outside of the windows. These have a two-fold purpose – one for shade, the other for added privacy. I have still to make curtains.

Fortunately, we both enjoy being busy and this boating life certainly provides plenty of opportunities to keep us on our toes.

Oh dear.....! I can hear a few colourful expletives coming from the port engine compartment – David is trying to replace the cylinder in our water maker after Allan kindly sterilized it for us. I'd say all is not going smoothly.....

There are still a few jobs to do –(wont bore you with more details) but we need to take advantage of the good weather. So, the time has come for 'Whiskers' and 'In Tune' to finally leave their safe haven and begin the next leg of their adventure. I have become very familiar with Portimao and we really enjoyed our stay there. This Algarve coast with its majestic limestone cliffs is very imposing and beautiful and we find the Portuguese people very friendly and helpful.

So here I am, finally anchored, in an idyllic setting – thinking of you and trying to finish this before we leave Portugal and our Portuguese sim for e-mailing runs out. . It is certainly lovely being on the water again – under clear blue skies - even if we DID motor the whole way..... we haven't been too lucky with wind direction.

David has just appeared at the door with a much more serene expression on his face – I presume he has fixed the problem. It is late – I will finish this tomorrow.

" Anchors up " early today ... it is Thursday 28th April and another beautiful day. The seas are relatively calm and although we are motoring again the wind is gradually swinging around to the SE. – does this mean we may actually get our sails up?????

"YES...." Both of them 7 to 8 knots with a 13 knot wind David is clapping his hands with glee!!!! Sails to play with and set and adjust andwho ever said that sailing was relaxing!!!! We have arrived at the Rio Gardiana river too soon but we must enter on the high tide. This is the river that divides Portugal and Spain.

Five attempts at anchoring have left the high spirits a little deflated ---- we hope that the anchor will hold this time. David is sitting up at the helm checking how the boat will settle while I heat up a bagette in the oven for a late lunchbut..... an hour of good sailing today.... bonus!!!

Tomorrow we continue our journey to Gibraltar. Then we will go across to the Balears and eventually Sardinia and Italy to Croatia. Well, these are our plans anyway ... and we all know about plans.....

I hope this finds you all well with minimal dramas and unhappy moments. Please forgive me for being very tardy with e-mailing. Only Mark and Ian scored regular – if very brief at times – updates. Thank goodness for skype. Things should settle back into routine again now that we are on the move ----- we hope..... No promises here!!!

Love and warmest wishes to you all – until next month – if I don't hear from you sooner.

Lucy Louise and David