

Founder



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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.

## November 2004

### To all fellow Bobcat and Catalac sailors

#### The Frostbite rally

The number of members and boats who wished to attend was very encouraging. However with the uninvited gale 8 expected soon, Saturday's numbers dropped to those who did not have to rush home for work on the following Monday. The other four boats, their owners more fortunate, were able to chat and inspect the latest improvements and mods. That they intern had carried out to improve each boat to meet his or her requirements. Saturday flew by and it was soon time to jump on the water taxi across to the Folly Inn where we all enjoyed the evening chit-chatting during the meal. The following morning Sunday 7am we cast off 'THINK AGAIN' with Bob Freeman and slipped away quietly so as not to disturb the other boats. With no apparent wind we motored to Cowes and out into the Solent heading for Hurst Castle and the Needles. The Tide of course was against us, and the wind started to pickup on the nose. The combination of the two meant that by the time we reached Hurst Castle we were unable to punch out of the Solent. We decided to have a bite to eat and wait a couple of hours in Key Haven till the tide slackened. The tide did slacken, but by this time the strong wind and sea was such that we decided, it more prudent to stay put and listen to the radio. The Global Challenge yacht race had just started from The Solent Princess Anne starting them off in the normal manner at 1pm. From our vantage point at Key Haven we were fortunate to have an excellent view as the 12 yachts tacked back and forth up the Solent and past Hurst on their way to South America. The usual armada of ribs and pleasure craft that plague the yachts at the start of any major event were now reduced to a 35ft Princess that leapt clear of the water at every wave and a couple of offshore ribs doing like wise. I bet most of The Global Challenge crew will be feeling sick wet and tired by the morning. It's too late for second thoughts with ten months to go and each having paid £26,000.00 for the round trip. We wished them well as we sat drinking tea, in the knowledge that we were safe and sound on a bouy in Key Haven. Another B.C.C.A. member who had also been watching the boats leap over the rough sea phoned to enquire of our well being and progress back to Christchurch. Thanking him for his concern I asked "Would you like to be on one of those boats of round the world". His answer was

load and immediate. "Of course it's an experience of a lifetime" He paused then quietly added. "If I had enough money spare-- I would send the wife, then I could fly out and have my needs attended to in the warm comfort a good hotel whilst waiting for her to sail in." ED.

Can any member offer advice or assistance to these emails.

**From Terry Secretan CL 8.74 "Norma Ann"**

Hi Peter

My engines are yanmar 1GM 10's vintage 1990.

I need to get the injector out to service as my port engine is giving out black smoke under all conditions but worse under load.

Can anyone tell me how to remove it please.

Once out can I test and clean/ adjust it myself or should I take it to a (Non-Yanmar!) injector workshop? I had this all done a few years ago and was charged silly money by the yanmar agent.

Another question, has anyone investigated converting to fresh water cooling. The cylinder blocks seem to be furring up (Seen when changing anodes).

I wonder if there is space in an 8m for the secondary mechanical water pump.

Maybe a separate electric one would be easier?

Alternatively, can these deposits be removed. I recently renovated my mariner 2 outboard and dissolved the deposits using kettle descaler. Would this hurt the Yanmars I wonder?

Regards

Terry Secretan

Hi Terry,

I have not done this job but I think an extractor is needed, but the injector can be levered out with the aid of a tyre lever. You can clean it but I don't think you can test it yourself.

Other members may be able to help. Some have workshop manuals for their Yanmar engines.

I don't know of a Catalac with fresh water cooling. Another pump should not be required but I think it may not be economic to do this conversion for many reasons.

The furring on the outside of the engine will occur when the engine has been run in the sea. The salt in the air will always head for any metal that is subject to large temperature change i.e. exhaust, cylinder head, etc. The furring that you can see can be removed by pouring boiling water over the affected area.

The furring on the inside of the engine in the waterways is far more serious. This will block cooling ducts and eat into the cylinder head causing at best cylinder head gasket failure. If the engines are used regularly the ducts will remain clear. When the engines are not used weekly the waterways will start to block if the boat is kept in seawater. To limit the damage when the boat is lifted for winter storage is relatively easy. We covered this in an earlier newsletter. If you flush the system first then empty the water and replace with clean fresh water. Follow the article listed later. The combination of fresh water and the diesel exhaust deposits will cover the ports with an oily solution this will help prevent corrosion during the winter months. Before the next season you will of course be changing the engine oil and filter!! Don't wait do it now. The advantages are twofold. One when the engine is hot the oil drains quicker. Drain it through a cloth or gauze so that you can inspect any metallic debris. Too much debris will give you time to put matters right and not lose valuable cruising time at the beginning of the season when boat yards are always busy. Two the old oil will have lost some of its lubrication properties and become contaminated with moisture and acids. Don't leave these in the engine for the

winter months. When the oil has been changed run engine briefly and check for leaks then switch off. That's another job ticked off the list.

During the season when in sea water the only other thing you can do before leaving the boat is to fit a divertor in the water inlet hose and the other end to a fresh water supply i.e. bucket, or own domestic water, and flush through by running the engine.

### Inboard Engine Flushing System

If you are laid up ashore and need to run your inboard engines, either to flush them out before laying up or just for test purposes, then this article is of interest to you.

First obtain a 25 litre container and a length of hose pipe.

Fitting the container depends on the type of exhaust you have coming out of your transom. If it is of the male version then you can cut a hole near the top of the container and slide it over the exhaust. If it is of the female variety then you need to fix a piece of tube to the container that will slide inside your exhaust.

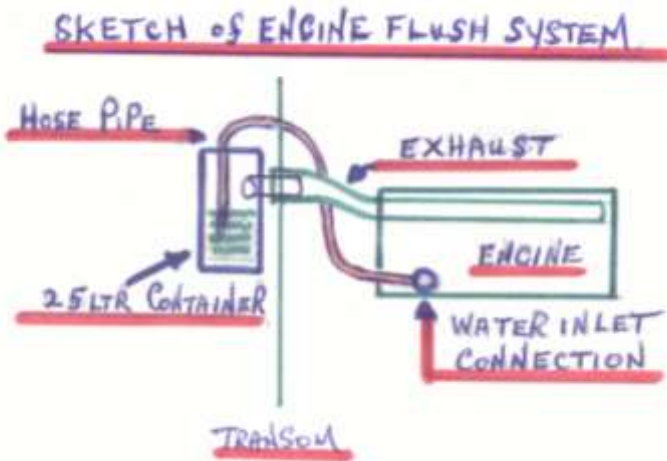
You will also need to have a line securing the container to the transom/rudder.

The other item is a length of hose pipe, which will go from the container to your engine. You will need to identify your engine cooling water inlet assembly, and disconnect this so that you can replace / connect the hose pipe from the water container direct to the engine .

With the container ½ full of water and the hosepipe end submersed in the water, make sure every thing is safe and clear before starting the engine.

Check that the water is circulating. Let the engine warm up to running temperature so that the thermostat will open, other wise you will not flush the engine completely.

When you shut down your engine you may want to drain the water out, this may depend on your particular engine as to how well you can do this but before shutting the engine off just lift the hose pipe out of the water in the container to drain some of the water out of your engine, but do not run the engine to long without cooling water as it will damage the water pump impellor.



Hope this helps but if any member can help with injector problem please let us know. ED.

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Email from  
**Ray Badman "Kisskadee" 9.24**

Last Month we were asked to advertised two 9.9 Yamaha 4Stroke engines for sale and the owner Ray Badman also wanted a diesel engine of 25 HP. I replied.

Hi Ray,

Can you tell me if they are long or ultra long shaft engines?

Can you also tell me were you fitted them on your 9 M. and why change them. I have tried a Yanmar 20HP. Engine with a silette leg on a 9 and was not impressed. The unit took a lot of

room in the cockpit was noisy and vibrated the boat quite a lot. It was also an expensive job to do.

Peter G.

Hi Peter,

I had them in the pods about 3ft from the rear, this was ok when the sea was calm and not a lot of head wind but when the wind was on the nose we had problems pushing along we also had to leave the locker lids open for the engines to breath.

This is the reason I am changing to a single diesel engine and a sonic leg.

I also think I will get better performance with the leg up when sailing.

**Ray Badman.**

Hi Ray,

Many 8 and 9 owners only have one Yamaha 9.9 HP. Engine. You have two. That should give you more than enough power to push through strong wind and unpleasant seas. In the marine industry a 10HP. Engine delivers 10HP. It matters little these days if it is petrol or diesel. Both engines deliver the power to the propeller. The propeller is running in water that allows slip. The modern petrol has a very flat power curve and as such behaves well when compared to diesel. The diesel is heavy, more economical fuel wise but is more expensive to buy and service. The petrol is lighter and cheaper. The main disadvantage in marine use is that petrol must be stored properly to prevent explosions from dangerous fumes.

The choice is up to the owner.

I notice you are running with the locker lids up.

The slot for the air intake in the cover of the outboard is very small and as such I am sure your engines should have been able to get enough oxygen through the slots where the rudder bar fits between the hulls or from the combing above the rear lockers that breaths to the rear of the boat.

I think it more likely your problem may be the engine breathers part way down the leg of the outboard. The breathers let out burnt exhaust gases and in a closed locker these are sucked back into the carb. This will cause the engines to misfire and even stall at slower speeds. At higher speeds most of the fumes are extracted through the prop. To cure this, make a exhaust pipe to the breathers from rubber or plastic hose and lead outside the hulls.

I know you are looking for a sillete leg and diesel engine about 25hp. I know many boats use this system the marine industry is a world unto it's own. I am sure you wouldn't consider fitting a ford engine to a volvo gearbox or a jaguar engine to a ford gearbox. So why do it in your boat. Have you considered a 27hp Yanmar diesel outboard?

I am of the opinion that this is better than Joe blogg's diesel with silette leg. The weight should be similar and being one unit both the Yanmar gearbox and prop have been designed for the Yanmar diesel engine.

Mark Blaydes: Hi Jude 9.216 fitted this unit many years ago and it is still in service I am sure he would be only to pleased to give you any info you require with regard to performance, economy and fitting. His email is [mblaydes@ntlworld.com](mailto:mblaydes@ntlworld.com) Peter G.

I think this year with the weather we have been experiencing many owners are using their boats far more as motorboats than sailboats. It would be very useful for us all to know the

performance and economy from different Diesels and petrol inboard and outboard engines. We also need to know the size and pitch of the prop. So please share this information with us. ED.

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## CL 8.07 “Sea Spirits”

is sporting new windows and here is how by Nigel & Shelia Jones.

### Window Replacement, 8m Catalac.

When we purchased Sea Spirits her windows were certainly showing their age. Time and UV light had reduced the once clear material to a crazed and almost opaque finish. Being able to look at the great outdoors from within the accommodation had become a thing of the past. Clearly (no pun intended) we had to replace the sad and sorry window material so a cunning plan was needed. It all started in the middle of the summer in 2003.....

“I have scrounged some pallets from work, and the guys there say what you do is lay the pallets down on the ground and then lay the decking on top. They have all done it so it must be easy” announced the crew on returning home from work one Friday afternoon. The ensuing discussion about the merits of time and money spent on something that we would not be home to enjoy, that I was not prepared to contemplate during the ‘Season’, and that required rather more thought than said crew had applied was quite long and protracted. The clincher, for me, came the following morning when I enquired locally about the price of the decking materials. “How much?” echoed the crew, now convinced at last that this project was a non-starter. So we now had half a dozen pallets stacked round the back, (“oops, forgot they were being delivered this morning”) and no obvious use for them. Or maybe there was.....

During the early planning stage of the Great Window Replacement Scheme it had become obvious that if you remove all the screws from the outer window frame of a Catalac 8m there is nothing much holding the inner frame in place. And since the inner frame is actually in four pieces the chances of these dropping to the floor is greatly increased. And since the headlining is held in place by said inner frame, I could foresee a very saggy headlining being an easy thing to achieve and not so easy to rectify. So the inner frame must be held in place before the outer frame is removed. But how?

We spent the Sunday after Pallet Delivery Day on the boat, and like all great ideas this one arrived with the speed and clarity one has become used to over the years. “Pallets!” I exclaimed. “Please don’t go on, I have said I know I should have consulted with the Great One before ordering them” replied the penitent crew.

“No, I mean we can dismantle the pallets and use the wood to brace the inner window frames.

It is so clear I don’t know why we haven’t thought of it before!” I responded.

“Clearer than the windows then,” giggled the crew, and then “What do you mean, we?!”

I deduced that if I made all necessary preparations for the replacement of the windows well before lift-out time I would be in a good position to complete the job before the onset of winter, or as the crew calls it, Christmas shopping time. Ok so what do I need to do/order? (Notice one has dropped the ‘we’)

The outer frames, once they are removed from the boat, need to be taken apart. This can be easy or not, depending on the state of the corner fixings. These are aluminium mitre blocks, drilled and tapped, and fitted internally to the mitred corners of the outer frames with aluminium machine screws. Or as in the case of three of our screws, they had become white powder! It’s ok, we can overcome this. And there is non-setting sealant used at each corner also. And some of the black plastic strip hiding the screw points in the internal frames was missing. Also some of the internal glazing bead, the round section rubber stuff between the windows and internal frames, was missing. So, shopping list:

Frame screws. Take one out, measure and identify it and order from

**Screwfix**. Easy. £10.00 for twice the quantity I need. Next?

Sealant. Clear silicone and grey non-setting mastic. To seal the outer frames to the coachroof and for use in the rebuilding of the outer frames. Again,

**Screwfix** at a cost of £8.00 for 3 tubes of silicone and 1 of non-setting frame sealant. (Grey would be least visible after reassembly).

Black plastic strip. We found some identical to the original at a caravan shop,

**Charles and Son in Parkstone, Poole** at 60p/metre.

Glazing bead. Bought from

**Cherry's chandlery in Moordown, Bournemouth**. Cost, 30p/metre. They advertise in PBO/YM.

Next!

The Windows. I had been given the name of a signmaking company in Ringwood who apparently were not averse to cutting plastics and acrylics to order, and it was even suggested that for the correct number of 'pieces of eight' they would 'sort out your boat windows'. As they were located little more than spitting distance from 'chez nous' it was logical to give them a try, so armed with one of the galley hopper type windows as a sample I sought their advice and, more importantly, their estimate of price. The premises were busy (a good sign – sorry, another pun) and the inmates very friendly and the 'boss' who we shall call Kev, as that is his name, seemed amenable to the task being requested. He advised that an acrylic would be the hardest wearing and that UV resistant materials were now available which would suit the job well. The thickness would remain the same. However he would 'probably have to order it in specially and it might take 24 hours'. As the price quoted was less than I had expected I agreed that I would deliver the windows to him minus the frames and he would use these as patterns for the new ones.

I took a week's leave in early November so that I could complete the window replacement in one hit. All nine windows in one go. Saying it fast made it sound easy. We had been lifted out at Ridge Wharf as usual and the forecast for the week was unbelievably good. The plan was to make a cruciform from the pallet wood, one for each window, and hold it in place with a strut made from pallet wood braced against something structural for rigidity. The horizontal piece would be 70-80mm wider than the window; the vertical piece would be 40-50mm longer than the window's height. This extra length would help with making sure that there was a good overlap of the wood when braced against the frames. I carried out a trial fit on one window and found it best to have the horizontal against the window first and the vertical across the horizontal to hold it in place, each being placed centrally on the window. The ability of the horizontal wood to flex when I applied enough pressure to the vertical wood to hold it against the frame ensured that the inner frame and subsequently the headlining would be held securely, but the wood was thin enough (about 20mm) not to come into contact with the window material. So all that was required to complete the bracing was to measure and cut a piece of wood to wedge between the cruciform and a suitable part of the boats anatomy, to hold it all in place. In the galley area I used the moulding forming the saloon seating/galley lockers for this. In the forecabin I found that the best place to jam the brace to hold the crosspiece on the forward windows was the junction of the main bulkhead and bed base, as it gave approximately the 90 degrees required between the cruciform and brace. For the starboard side window I used the edge of the bunk base. Moving to the heads I used the inner moulding at the point between the vertical and horizontal faces under the water heater/beside the handbasin for the forward facing window, and the adjacent wall which separates the forecabin/heads for the window in the port side. Finally for the windows over the quarterberth/navigation area I again used the moulding forming the saloon seating/lockers. After all the wood was in place the interior of the boat resembled a bad day at an MFI owners meet, when the assembly instructions had been lost. I went round and double-checked that nothing had moved all was still secure, and then I had lunch. Well, I had been working hard, after all!

And so, Dear Reader, we start to remove the windows. Aren't cordless tools just marvellous? What did we do pre-cordless. With all the screws removed from the window furthest from the prevailing weather (well we might get some) I gingerly eased the frame out of the coachroof and checked that nothing had moved down below. All wood in place, all headlining likewise. Excellent. The confidence was growing. As soon as the window was placed into the cockpit for safety I cleaned the surrounding area of the coachroof ready for the re-fitting ceremony and then using gaffer/duct tape I stuck polythene sheet over the gaping hole where once was window. This is easier than I thought, says I. But am I heading for a fall, is it all going too well? Read on....

Inspired by the ease with which Catalac's can be parted from their windows, or is it windows from their Catalac's, I rapidly progressed to the point where a Catalac without windows was arrived at. The days goal. Result. After checking that all polythene was secure and all wood likewise I headed home with all the windows. As the day had progressed far better than I imagined I had time to dismantle the window frames and take the old windows round to Kev for his assessment. On arrival at **Multi-Signs of Ringwood**, as the name over the



door proclaims, Kev assisted in the movement of the windows from car to workshop and announced that it would be 'no problem' and they would be ready tomorrow afternoon if he ordered the material now. As today was Monday, I had visions of completing the job on Thursday. Vis. Timetable: Tuesday, collect windows. Wednesday/Thursday, re-fit windows. Fantastic. Kev, sharp eyed as always, noticed that two of the windows were defaced with some kind of stick-on stuff. I explained about such niceties as 'the heads' and 'privacy' and he, God bless him, suggested that certain female crew members might prefer these windows to be made using material with a 'special non-see-through' finish which he could do at no extra cost as he had an offcut lying around somewhere. I had to agree that that did seem an excellent idea. The right price too.

Leaving the old windows in Kev's trusty hands I returned home and set about cleaning up the old frames. As I said earlier three of the corner fixing screws were just powder, but to overcome this I worked out I could drill the old screws out and re-tap the holes and fit new screws although I had to use Stainless screws as I had none in aluminium. The cleaning of the frames and the trial re-assembly took until 15:00 on Tuesday. As I cleaned each frame in turn, I taped the pieces up to make sure I kept the right parts together. After I was happy that all the frames were clean and would go back together I called to see how the window cutting was progressing and was amazed to be told that they were ready for collection. I went to collect them immediately and was delighted with the finish. All the edges had been chamfered to remove any sharpness and the heads windows have such opacity that we do not need curtains.

And the bill? An unbelievable £110.00 for all the windows. This was far less than the original estimate but Kev insisted that was all I owed him. I thanked him, paid him, loaded the car and sped on my way lest he change his mind!

Re-assembly was a reverse of the dismantling procedure, using the non-setting mastic at all the corners. By leaving the protective film on all the windows it prevented any mastic sticking to the acrylic surface. In fact I did not remove the film until the windows were re-fitted into the coachroof. So by late evening on Tuesday I had rebuilt the frames and windows ready to re-fit them on Wednesday. And still no rain!

I felt I had to start early Wednesday in the vain hope I could complete the job in one day. After removing the tape and polythene sheet from each window opening in turn and cleaning the surrounding area with white spirit, then drying it, I bedded the window in on a bead of clear silicone. When re-fitting the screws I left them just slightly loose, and tightened them fully when the silicone had gone off, to make a better joint. Once all the windows were in which took about two hours to complete I removed all the 'Home Assembly' joinery from the inside, the film from the acrylic and fitted the internal glazing bead. I then ran a bead of clear silicone round the joint between acrylic and the frame on the outside. I also opened up the drain holes in the corners of each frame on the outside as these were blocked. It was then just a matter of fitting the cover strip over the screw points on the inside of the frames and the job was complete. Except that as it had not rained yet, I could not be sure how leak-proof they were (no confidence some people!). And the windows had not been cleaned. Both these were soon remedied. It rained big time on the Friday. Skip took his crew for a drive down on the Saturday to show her the new windows. We could see in from outside for the first time. And Friday's rain had stayed outside the boat. What a fantastic job! We agreed on that. And we could see out, amazing. We agreed it was the biggest improvement we had made to Sea Spirits since our purchase of her. It was pointed out that the windows had yet to be cleaned. We agreed that was the case.

So, what were the snags? Three or four of the screws holding the frames in sheared off when I tried to undo them. When the job was complete I took all the screws out of the section of outer frame which secured the inner frame section with a sheared screw in it, removed the corresponding section of inner frame and undid the screw using pipegrips. There was plenty of screw to grip and they undid quite easily, then reassembly was the reverse. As I only removed one section of inner frame at a time the headlining stayed where it should.

I completed the job on my own. Another pair of hands may have been useful, but certainly was not essential. If anyone else is contemplating this job, I would say go for it! I did not lose any sleep over it. So which would I rather have, decking in the garden or new windows for the boat? No contest. The cost involved was small; the improvement to the appearance of our boat was tremendous.

If of a nervous disposition then just do one side at a time, or one window.

If your windows, like ours, are letting your boat down, have a go.

Go on, you know you want to.

Nigel and Sheila Jones

## WANTED

Working jib in good condition for 9 meter Catalac.

Please contact Neil Broome [neilbroomeuk@yahoo.co.uk](mailto:neilbroomeuk@yahoo.co.uk) or Phone / Text : 0776 571 2020

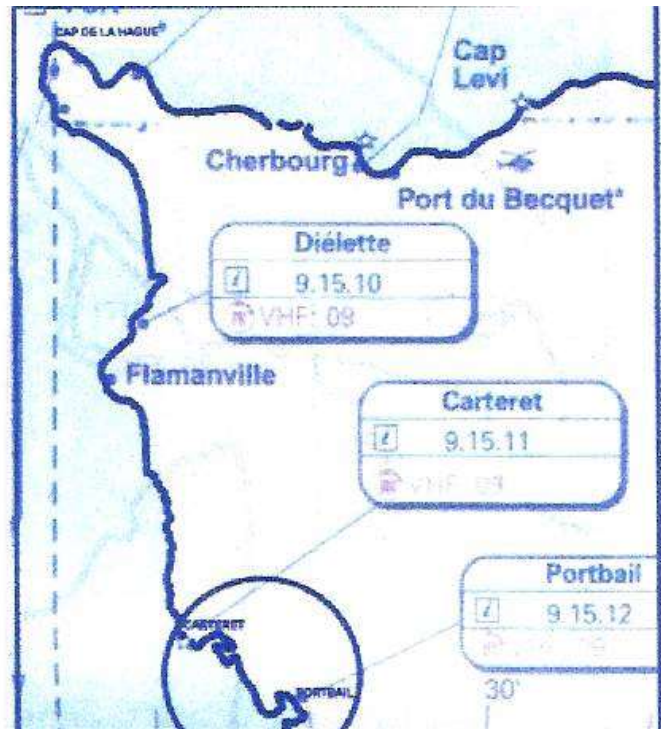
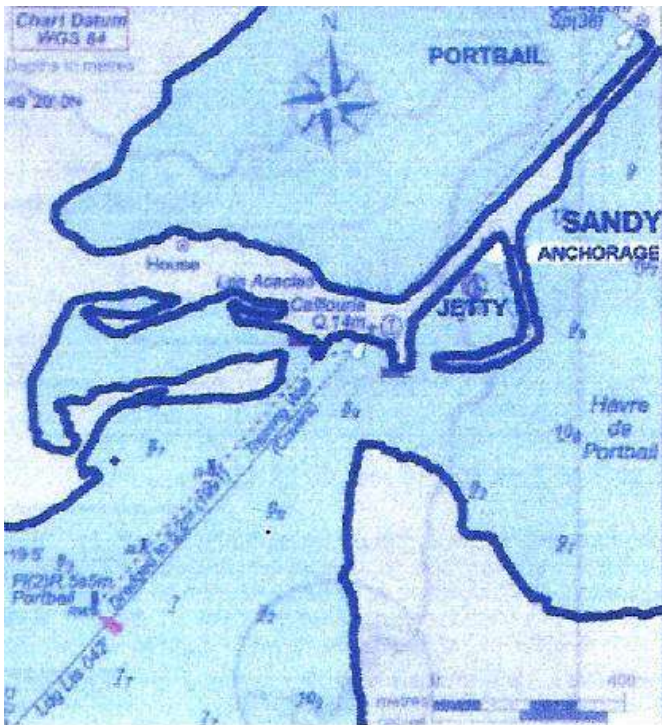
### A Favorite Anchorage

Anchorage can vary a lot, with numerous conditions of the sea bed, for anchoring, sitting the boat on the bottom and even scrubbing the hulls, antifouling and cleaning.

Local facilities also help to improve the time spent in the locality.

One such place that we enjoy is **Port Bail** France. Approx. position 49°19'7"N - 01°42'5"W.

Approx. 5 miles South of Carteret and 14 miles East of Jersey.



There are also some rocks to be aware of in the area south west of Port Bail, Les Ecrehou and Les Dirouilles are the nearest ones. The harbour dries completely so access needs to be about 1 hour before high water at neaps and 2 hours before high water at springs.

Approaching Port Bail you need to run Parallel to the coast, until the entrance can be identified on the beam, distance off will depend on the state of the tide at the time. As you run in there is a training wall on the port side, follow this down, and at the bottom the channel swings to the right, an entrance on the left takes you in to a pontoon berth but if you carry straight on you come to a large sandy beach area. You can pick your own spot, if you are only staying a short time it is best to anchor near the river channel or you may get neaped, but it is a free anchorage, within walking distance of the town and a very good market day on Tuesdays. Water is available on the pontoons. To get fuel you do need a trolley or something to carry it.

Bob Freeman. 8m 'Think Again'

I echo your views on Portbail Bob. It is one of our favorites as well. Most of the British boats seen in there are from the Channel Islands. I understand many of them arrive just to do their weekly shop.

One can anchor in complete safety near the dunes in sand with oodles of room.

The natives are friendly. The restaurants are varied and most excellent value.

If the weather is not pleasant on a Thursday a steam train can be taken in the morning to Carteret and returns in the evening. In Portbail there is plenty of sand for children to run wild. If you are feeling energetic swimming, wind surfing, land yacht racing, horse, pony or bike riding are available. If you are not feeling tired after this I



understand there is a local “Grab a Granny” twice a week in the evening where one can dance the night away.  
All this and much more.  
But beware once you arrive you wont be in a hurry to leave.  
Have you got a favorite anchorage?

Please let us know. ED.