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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.

## September 2005

**To all fellow Bobcat and Catalac sailors**

**September's**

**\*\*\*\*\*Meet & Eat\*\*\*\*\***

**will be held at**

**“The Duke Of Wellington”**

**Bugle Street, Southampton, SO14 2AH**

**at 7.30pm. on Saturday 17<sup>th</sup>. September.**

## NOTES....

All members and guests are welcome. It will be good to meet up with old and new members, but please let us know the number in your party so we can ensure seats for all. The 17<sup>th</sup>. is the first Saturday of the Southampton Boat Show and space is of a premium.

Members order and pay for their own meals from the bar.

A plan is enclosed on next page and Bugle Street is highlighted by (fig. 1 in green box at arrow) The Duke Of Wellington is up the street from the junction with West Quay Road. Parking is allowed in Bugle Street but with the Boat Show spaces will be doubtful. Using the Red Funnel Car Park is recommended and then walk or stagger back.

The boat show is at Mayflower Park as per map and Red Funnel car park is at Town Quay.



We look forward to seeing you but please let us know the numbers in your party.

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*ME-AND-ER* Cl.8.220 and her crew have at last returned from our summer cruise.

To the member who sent me a text message while I was away suggesting it was high time I stopped sailing round France, returned home-got a job and did some hard work!! I can only add *sailing or rock hopping* round France can be hard work - though I must admit rather pleasant work. He is welcome to tag along next year if he so wishes.

The beauty of an extended cruising holiday rather than trying to visit and see as much as possible, in a two week vacation is far more relaxing. One is no longer being governed by time, weather, or tide indeed we found that the crucial decision of the day is now often made after

the morning swim, and it becomes more a case of which plat du jour one has for lunch rather than - if we leave at 6.00AM we should catch the tide before the wind picks up. I am pleased to report that even in mid July we found deserted coves with beautiful white sand and shell beaches where we could stay at anchor or dry in complete safety. All this with the usual charm and facilities of the French mainland just under a mile. Most of the smaller local harbours or rivers we visited have anchorages marked either on the charts or in the pilot books, or almanac. They also had white bouys numbered 1-6 or 12 the number available depending on size of the harbour. Those we found were of good quality and are laid for the use of either visiting or local boats. The big surprise there is no charge for their use.

I must say it's all very different from the overcrowded waters along the south coast of the U.K. as I discovered when sailing in the Solent earlier in May this year. Going up the river towards the Folly I was greeted by the local ferryman who asked if I wanted a berth for the night, To which I answered yes. The Folly pontoon's free he replied, Thank you I responded. FREE.....Of course what he should have said was the Folly pontoon's vacant----FREE to visitors it ain't..

### **The Fleet Review at Spithead**

I missed the Fleet review at Spithead in the Solent this summer, but from the e-mails I have received I can see that several B.C.C.A. members and their boats attended.

I am pleased to report that Catalac "SINGING WIND" the first 8 meter to be built was on display. She proudly flew the B.C.C.A. banner that was loaned for this event by our Commodore Jeremy Bretherton.

The owners of "SINGING WIND" Derek & Linda Ince were both pleased and disappointed that their boat was in the review. Pleased she was invited to be in the review but disappointed that they would not be able to skipper their boat owing to prior holiday arrangements abroad. After much thought and under threats (to awful to mention) they entrusted her care for the event to another family member and crew. One member of the crew being an R.Y.A. instructor, they felt "SINGING WIND" was in good hands.

I understand the crew were armed with both camera & video to capture the special events of the day for the later enjoyment of those not able to attend. Alas both sea conditions and wash from larger vessels, I understand, has sadly meant that most of the pictures are of either sea or sky. Bad luck.

We hope you enjoyed your holiday, and thank you for flying the B.C.C.A. flag.

Our welcome to new owners in June earlier in the year included Lesley Ann Denney who purchased Cl.8.115 MINOU CHAUD from the Solent area and lives in Cumbria. That is a good summer cruise. I can't help wondering if she bumped into Roy Wallbank who purchased Cl.8.201 CAR-NA-MARA from Plockton Ross-shire and sailed back to the Solent. We look forward to seeing their logs.

ED.

## Welcome to new owners

Kevin Rigg & David Hawkins.  
29 Row Lane, Seend, Melksham,  
WILTS. SN12 6PR.  
[Kevin.rigg@virgin.net](mailto:Kevin.rigg@virgin.net)

Co.owners of Bob 8.126 "CARBONNEL"

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## Welcome to new owner from across the pond see e.mail's

Peter,

We have just purchased a 1985 Catalac 10m hull #6. The current name of the vessel is 'Sassy Cat'. We purchased the boat just last week. It is now in Indian Town Florida but we will be bringing the boat to Corpus Christi Texas during May. As far as I am able to discover both from the boat title abstract/search and from information I got from another Catalac owner Ed Tamara, it is the only name the boat has ever had ... and so it will remain. We would like to join The BCCA (Bobcat & Catalac Cruising Association) and receive the owners news letter.

We are very excited about getting the boat and have been looking for one quite some time. Our expectations are high for good times to come. We have owned and cruised a mono hull for some years. Thanks in advance and looking forward to hearing from you.

Best regards,

SAM (Steven, Ann & Mellie) Bolin  
S/V Sassy Cat  
cell SMB: 832.567.7011  
AEB: 210.833.5970  
Home: 210.826.9165  
Work: 210.345.4992

2611 Eisenhower #101  
San Antonio TX 78209

[steven.bolin@valero.com](mailto:steven.bolin@valero.com)

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## E.mail from above,

I am looking for the manufacturer of the ports installed in the Catalac 10m. Mine are leaking and would like to obtain replacement gaskets. Can you help me?

Thanks in advance for any assistance.

Steve Bolin  
s/v SassyCat 10m #6

Hi Steve

Sorry .....I think by ports you mean windows or do you mean top hatches. John Lack should know the answer to the supplier. Just last week I was talking to a gentleman that fitted out the inside on the Cl.10's for the States he informed me that most 10's had a secret compartment to conceal the guns. Have you found yours?  
I will find out from John Lack about window supplier for you.

Peter Gimson  
S/v ME-AND-ER Cl. 8.220

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## GOODS FORSALE IN THE MARKET PLACE

### WANTED

#### **ANCHOR;**

type **fortress** or cheaper copy **guardian** or similar wanted. This is not for main anchor but to use as a Kedge. If you have one to sell Contact Peter On 01202 773749

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#### ANCHOR WINDLASS :

Manual if any owner is upgrading to Electric I would be happy to purchase your manual windlass.  
Contact Toni on 07 855 866 719

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If you have any boat bits cluttering up your bilge or attic why not turn them into cash by advertising in our 'market place'. Or if you are looking for anything, from charts to engines, please let us know.

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## Owners mod's and improvements to

### "PIPER" S DREAM" Cl.9.903

**by Toni & Elma Mc.Rae**

We thought we would share our experiences with some of the jobs we carried out during the major refit of our 900 they may be of help to others. As we live on board it has taken some time to complete.

It has not been easy, two adults two cats and a dog trying to live in a small space and doing most of the work during the winter months.

However we believe we have achieved a great deal and now have a greatly improved home, certainly improving its worth.

The double berth was causing some problems with condensation under the mattress and the forward hanging locker. After a lot of thought and a little effort we have cured all problems and are now more comfortable. Firstly we noticed there was a large void between the inner and outer skin causing the cold air from outside meeting the warm air from us inside therefore creating the condensation. I drilled a series of holes in the bed base and filled the void with expanding foam.

We also purchased **Airflow Springs Slats**; these were easy to fit and are comfortable. We have now eliminated all the condensation problems with the bed.

The next problem was the **hanging locker**, anything we stored inside tended to end up damp and musty. We did not want the expense of a solar vent, we also heard they do not work that well and some people have had problems with them. To cure this one I made slatted shelving, as you would have in an airing cupboard, this allows the air to move round. To improve the movement even further I cut a hole near the bottom of the locker under the seat and another near the top at the side to exit into the bed area, foot end. We have also cut a hole in the other side of the bed area which in turn exits into the foot end of the single berth the holes are covered with white plastic vents from a D.I.Y. store. We now have a free circulation of air and when the heater is on, warm air.

## LINING AND ROOF PANELS

We discovered after purchasing Pipers Dream that she was a home finish boat this obviously explains all the faults we have found, we did not mind too much as we had intended to change many internal bits. It was satisfying to realise that the manufacturers hadn't carried out the poor work, although other things **Bluewater catalac's** were responsible for we were not happy with.

There were many areas that had never had ceiling panels or trimming, what was in place consisted of the usual foam backed vinyl fitted very poorly. The main cabin ceiling panels were fitted with 50, yes 50 screws direct into the strengthening beams on the roof this obviously didn't work properly hence the amount of screws.

I bonded battens to the roof fore and aft this enabled me to screw the new sapele ply panels. These we varnished both sides and also lined in between the battens with encapsulated insulation.

This was clearly the time to include another job, re-wiring, oh boy what a mess that was in. Some of the navigational lights were wired in with bell wire which had perished; screws pushed through wires; and wires joined by the outer casing being pulled back and another wire wrapped around; the whole lot were held up by

lumps of string and double sided tape. As we had no wiring diagram, we tried to follow it through, but this proved impossible as the wire leading from the unit would be one colour which would for some inexplicable reason change to another colour half way round! In the end we found the easiest thing to do was to rip the whole lot out and start again.

For the sides we have bonded carpet this has given us insulation as well as a pleasing finish. The original trimming round the windows was stuck on with mastic. So firstly I bonded a wooden frame round the window the carpet was butted up to this, to finish off I glued teak hockey stick trim over the top.

This now gives us a very pleasing finish matching in with the rest of the décor.





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## HELM AREA.

When we purchased P.D. the helm consisted of a pedestal seat, very uncomfortable, with a gas water heater fitted underneath with NO FLUE.

The instrument panel was very confusing with domestic and ships switches mixed and at such an angle difficult to see clearly and the old engine control panels were set on the flat side making it almost impossible to see clearly from the seat.

We set about this by ripping out the seat and building a new throne looking seat, this now has a decent storage cupboard for life jackets, flares, knife, hand bearing compass etc as well as a large area underneath. (see photo)

We bolted a new decent seat on top now all very comfortable. We have a storage box for our feet and a grab handle to help Elma climb up as well as a cup holder which I might add holds my whisky glass very nicely.

I built a new instrument box to house the new engine control panels and the switches they are now divided into separate panels for domestic and ship. The front of the panel is hinged to allow access to wiring. I've also fitted a new wind speed instrument this is now fitted to a new box with the GPS echo and log directly in front of the helm rather than divided up and uneasy to read as previously sited.

It's hard to believe what people are thinking about when they do some jobs.

We now have a helm area to be proud of.

Well done Toni & Elma

I shall never forget the first time I met Toni and Elma at Hythe Marina.

The first thing I noticed on approaching "PIPERS DREAM" was the twin aerials. They were not on the mast, they were mounted one each side of the doghouse to the rear. The boom sat neatly between them. "How do you tack?" I asked. "Are well we have to bend this one down when we are on port tack and this one down on starboard" was the reply. Since then the boat has undergone a major refit. As all the windows leaked, they were removed and resealed. The engines and props have been changed, as have the sails and boom. The cooker has been replaced not once but three times. They have now fitted a Smev that seems both good and reliable. They have a CORGI cert. for the gas system. The boat has both 240v. and 12v. electrical circuits. They hope by next year they will be able to sail to France and then on to the Med.

Good luck to both

If any member is thinking of upgrading their engines or a prop change, Toni did quite a bit of research before each refit. I am sure he would be only to pleased to pass on his hard earned knowledge.

**DON'T FORGET THE 'MEET AND EAT' SEPTEMBER 17<sup>TH</sup>. AT 7.30PM.**