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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 every where.

January 2006

This month's "Meet and Eat 28th January, at **midday**

To be held in

'The Alverbank Hotel'

Stokes Bay Rd. Alverstoke, Gosport, Hampshire.

The Alverbank Hotel is situated about 100metres 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 waist band or pocket.

I hope you can attend.

However, as per usual we do need to know the numbers in your party so please if you are available either e.mail 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.

The correct amount is **£25** for Postal delivery and **£20** by Email. If you want to receive a newsletter for the coming 12 months, then please let us have the correct amount **now**.

I am sorry to keep repeating this but when members phone they still ask.

Last Months new member from across the pond Barbara & Terry Dill reply to our question does he or any member knows the sail No. for "Goody Two Shoes" ?

We have received this reply from Terry.

Bingo,
Hull 84 it is.

Blundon J. name looked very familiar and led me to check some papers I had forgotten about. That led me to the paperwork done when it was documented and I have almost the whole story, maybe. Vessel built Christchurch, England in 1975 of Fiberglass by Tom Lack Catamarans Ltd for Symonds Sailing, Inc as appears by Certificate of Tom Lack, Master Carpenter for Builder, on file. Symonds Sailing sold the boat to Bloomery Development Corp. on July 26, 1979. . Bloomery Development Corp was a wholly owned company (probably for tax purposes) of Joseph A. Blundon. Upon Josephs death it was transferred to his daughter Susan Baumgarten who sold it to me in November of 2005. Also discovered it originally had the R.C.A. Dolphin engine which I have read was not well received and by about 1981 they had been changed to the YSM8's. This should get your file up to date.
Terry

Many Thanks Terry

Your information is I am sure correct, our register since 1975 has shown sail no CI.9.84 as being owned by J. Blunden but we have never had an address or a name for the vessel so I feel "Goody Two Shoes" may well have been some sort of tax advantage attached to the owner of the boat. I remember another boat that was for tax reasons classed as a sports and social club, the employees of the firm were invited to spend the odd weekend aboard. All sounds good but they were usually expected to spend a fair amount of time cleaning and antifouling.
ED.

Questions members have asked recently are.

(1)___Can we report on electric anchor windlasses

would any lucky owner of an electric windlass please tell us the type, he owns we need to know the size, and where it is fitted, Does it jam or work faultlessly.

(2)___Can we organise a "Cruise to the West Country " or have a "Meet & Eat" in the West Country? The reply from Colin Hastings based in St Mawes/Falmouth ie.' An invasion from up the channel would be a good excuse to organize something! Let's pursue it'. Another member,

Peter, We on the left side of the pond do not have access to British currency. In the past, we used a British member's business account to charge the dues. I can either send you a check in US currency, or if that will not work, please send me directions on how to use my charge card. I can find out what the current exchange rate is.

I see that there is another Catalac in California. In the future, when you advertise a West Coast Eat and Meet or "invasion", you'll have to be clear about whose West Coast you're talking about.

I appreciate all you do for the organization.

David Curtiss
davcur@aol.com
Atascadero, CA

I am sending you details of how to pay by e.mail.

Perhaps you could organise a rally on your West Coast I know the owners on your side of the pond are every bit as enthusiastic over here. ED.

1)___Can we ask members which weather forecasting services they use.

I have found one on the internet <http://theyn.net> which so far seems to be accurate.

Incidentally I learn that radio licence fees are to be abolished and we will have one for life with no obligation to display a piece of paper see <http://www.ofcom.org.uk/consult/condocs/src/statement/>

All the best.

Jeremy

Good news about the radio licence fees.

I am sure many members while at home use the internet to check for weather information.

Our U.K. weather can be four seasons in one day. The forecast for wind we tend to get is pretty accurate. The weather that I hate is fog it can and often does materialize on a beautifully clear day and is often unpredicted. I have in the past used a German sight before crossing the ditch to Alderney C.I. it was very good at predicting fog. I only found the sight by accident while on holiday in Alderney while looking at their weather forecast in the harbour master's office. Having sailed across the ditch in excellent visibility the previous morning until with our destination Braye harbour in sight the fog drifted in until I couldn't even see Sue who was standing on the foredeck. As many of you know the currents run at up to eight knots round this rock strewn area. Fortunately we did eventually get in the harbour and find a buoy to tie onto, the following morning we were amazed to find we were on the opposite side of the harbour to that we had thought. A few years ago I used a laptop while onboard and connected to the internet using a mobile phone, this when one is abroad used to be a very expensive exercise. The mobile phone is a remarkable means of contact but it used to take ages to download the weather pictures.

Technology has moved on since then. I am not up to speed with blue tooth and wire free but understand 3G is like broadband much faster. I am told many marinas and large hotels have a wire free setup so one can sit on ones boat and connect to the internet without cost but if you are in the marina why not look in the harbour masters office.

If any member has used these methods or has any good weather sights please let us know.

ED.

Dear Peter:

Penny and I have jumped ship and bought a Gemini 105M. In fact we have had her since August 2004 and last year we sailed round Britain with the Cruising Association Trafalgar Rally. Some of what we learnt is relevant to other cats and you might like to put a link to www.roundbritain.org.uk out to members. We thought that we had sold Two Much Ado CL9 132 in May but that fell through as a result of a combination of a survey by Peter XXXXX which had her riddled with osmosis and needing a full peel and epoxy rebuild and the fact that my buyer was made redundant. The latter I have been able to do nothing about but the former astonished both me and my boatyard and I got a new survey done by Martin Evans. He said "current trivial defects in the hull skin these are superficial, very localised and are not considered to be of any structural threat to the integrity of the hulls"....."readings obtained on the more penetrative Tramex meter were surprisingly moderate for a yacht which has not yet received remedial treatment to her hull after more than three decades in commission."....."thus no remedial measures are considered essential within the next few years". This is more what my knowledge of my hulls and experience of Lack build quality had led me to expect.

Local enquiries have established that this is not by any means the first time that a report by Peter XXXXX has been overturned and I thought you might like to know about this as he claims to be a catamaran expert. Obviously you cannot publicise the matter publicly with names because of the risk of libel but there are times when a quiet word is possible. I would certainly not use him to survey a boat for me in future and in my next attempt to sell Two Much Ado it will be "subject to survey provided that the survey is not done by Peter XXXX".

Two Much Ado is now back on the market. Perhaps you would be kind enough to put the attached ad in the next newsletter.

After a year as drifting away members of BCCA I think that the time has come for us to resign and I have accordingly asked my bank to cancel my standing order.

Memories of Tom and Mary flood back at this point but I would also like to thank you for taking things on a keeping them going after Mary's death. Relatively isolated as we have been on the East Coast where there are few Catalacs and no rallies we have felt part of the group because of your newsletters.

Our new boat is called Rainbow Catcher sail number 676. It looks as though we will be moving to southern waters on retirement next year so if you should spot us please pull alongside and come aboard.

Farewell, Happy Christmas and good sailing.

Iain and Penny Kidson

Catalac 9 Metre for sale
Moulded 1973 launched 1984 - Length: 30 (ft)
Location: Walton on Naze, Essex, UK
Price: £26,500



Full wheelhouse, 2 Volvo diesels, recent sails, well equipped, recent internal refurbishment, instruments, VHF, GPS, dinghy in davits. Good recent hull survey. Ready for the season.

Full details at www.aroundbritain.org.uk/catalac

Contact Iain Kidson

020 8441 3960

kidson@doctors.org.uk

“BEYOND CONVENTION” 9 METRE. No.136.

Beyond Convention has been lovingly and meticulously maintained by one owner for twenty four years. She lies in a marina near Motpelier South of France.

Offers in the region of £26,000.00

Contact Jane King +44 (0) 1733 252512 JK@ettonhorseshoes.fsnet.co.uk

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 years 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.



Is anyone contemplating replacing the wheelhouse on the 9m Catalac? If yes I can assist them to make a good job of the replacement. I have a new wheelhouse, see photo, and also a set of Plexiglas windows cut to size ready for fixing.

If interested please give me a ring.

Bernard Warden

xbwb@bwarden.freemove.co.uk

) 01296.662505

Answer to earlier e.mail from Penny and Ian Kidson.

Hi Penny and Ian We are sorry you are jumping ship you could always be an associate member, we lost several members after Mary's Death and more after Tom's but I am pleased to be able to report that membership has grown again over the past year.

I must admit we don't think of you as being isolated on the East Coast but without more active members in each area it is hard to organize a rally or "meet & eat" in the area. We find that many members want to attend but are not so forthcoming with venues or offers of assistance.

Our boats are like us getting older and our marine insurers now require a structural and safety survey at 10 yearly intervals along with a valuation. To make matters worse one has to pay the cost oneself. I have read no studied many of these so called surveys and it goes against the grain to be required by ones insurance to obtain a survey before they will renew your marine policy. No one wants to endanger oneself or crew by having an un seaworthy craft. The average cost for a proper survey for an 8 meter Catalac in the U.K. is £4 to 500. progresivley more for 9, 10, 12, meter.

When one is paying this sort of money to someone to find flaws he is almost duty bound to do so. The surveyors will require the boat to be on the hard and not afloat so the best time is out of season. Have the boat clean and tidy the mast may be up or down. Provide a copy of all the receipts of past work done and try to be present during the survey to answer any queries the serveyer may have.

The usual format of the survey the boat:

Hulls will be inspected for malformation, strain damage or any indication of previous damage repair. The later may not make the boat un sea worthy. The hulls will be checked both visually and with a Tramex moisture meter. Anodes, sea cocks, all drains and props will be inspected. The rudders and stocks will be checked for cracking and moisture content, the pintals and linkbar checked for undue ware. If you still have the steering to the wheel by pulleys and wire make sure all the pulleys are free too rotate and greased. When your boat was supplied from new from the lacks it had an emergency tiller having had to use one I can assure you the shed at the bottom of the garden is not the place to keep it neither is buried under all manor of items in a locker. It must be on the boat and easily get at able, Depending on the surveyor if you own a Catalac 900 you may well have a problem getting him to agree that your boat is seaworthy because the 900 Catalac does not have provision for an emergency tiller but one can easily be fitted despite the aft lockers being fixed there is no need to cut into the rear moulding.

Decks will be checked as above and all fittings hatches, locker lids, Guard rail and stanchions, pulpit, cleats, must be secure and have no sign of stress. Anchor chain warp and the shackles must be wired. The windows should be free from corrosion with all screws in place and not show any signs of leakage. Should your windows fail the inspection this is a large bill. So do clean the surround and check the rubber seals. We have covered window maintenance in past newsletters.

The interior this covers the safety items like lifebelts, safety harness, danbouy, bilge pumps, VHF, flares, etc. The boat should have at least two fire extinguishers in date plus a fire blanket by the cooker, you must also have a suitable secure container with flares for the coastal area you intend to sail they must be in date. If you like many of us have still kept the out of date flares now is the time to return them to the chandler for desposal.

Mast and rigging The mast boom and spinnaker pole will normally remain stepped so inspection is limited sight of eye. All the mast supports and bottle screws must be pinned. The bottle screws should be of the later type being able to move in any direction to always allow a straight pull from their mounting point. The standing rigging has a safe life of maximum ten years. If you are unsure about the condition of yours have it checked by a professional rigger. The running rigging should be free from snags and the sails in good order. If you haven't a radar reflector fit one either to the mast or one of the light weight plastic ones to the shroud.

Gas system the marine industry is not a lover of gas on boats. Gas fridges and water heaters are frowned upon but gas cookers seem to be ok. The good news is that if your boat was built and fitted with a gas appliance before the latest directives then it will still conform and should pass. We all know gas can be dangerous but all modern gas appliances for the leisure industry have flame failure devices

that cut the supply should the flame be blown out. (this is far safer than in your own home) The gas rules vary in different areas ie. The Channel Islands like resident boat owners to have a corgi certificate for their gas installation. This may well be the case in the U.K. before long. The corgi certificate would condemn most gas appliances fitted on a boat because to satisfy the rules one would need to have a flue and vent to the outside of the boat and as we all know cutting a hole in the hull behind the cooker would render any boat un sea worthy. We must wait and see how the rules are interpreted. If you need to have a survey here are a few items that most owners can check: have separate cut off taps for each appliance. They must be labeled on/off and in the event of a fire be sure that you can reach them without getting burnt.

Check all connections or change the metal pipe and always replace the flexible rubber hose at the bottle it is date stamped and it is all too easy to overlook as the years fly by. Make sure the metal and rubber pipe cannot chafe or rub on any bulkheads or sharp items. The rules for metal pipe are vague some professional gas installers say that the pipe must have screw fittings as it passes through bulkheads others say the pipe should be one piece with as few joins as possible therefore limiting the chance of a leak. Where it passes through a bulkhead I inserted a rubber hose this was deemed to be satisfactory. If you are using the stern self draining locker for your gas a safe and easy way of running and keeping the metal pipe out of harms way is to buy from any D.I.Y store a length of plastic pipe and clips. Then by removing the top screws on cockpit locker hinges fit clips for the plastic pipe and run the metal pipe through it.

The bottle or bottles must be in a locker that self drains overboard and they must be secured down so that they cannot tip over. Most Catalacs have a piece of board with holes cut to allow the base of the calor gas bottle to sit in and not slide about I have always found this acceptable but - this is no longer the case, the bottles need to be strapped down as well with either webbing straps or similar, another method is to rig a bar to clip the bottles down from above.

However you do it make it easy to reconnect or replace the bottles as there is nothing more annoying than the bottle needing changing when one is either sailing or getting that first cup of coffee on a cold wet morning.

Most boats in the U.K. use calor gas, Calor gas is not available in the rest of Europe they use Gaz. Needless to say the regulators are not interchangeable. There are various adapters on the market but I have found that the cheapest way is to buy the proper gaz regulator. For under £20.00 in France you can get one and should there be a sudden loss of gas from a fractured pipe or similar the gas supply will be shut off automatically yet another safety feature.

Consider fitting a gas leak test unit both the insurance companies and your surveyor are in favour. the best leak detector is not a gauge but of the bubble variety and is recommended by all the gas installers I know it is made by Alde international. To test the system turn the bottle of gas on at the regulator and the on/off switches to (on) but don't light any of the appliances then press the plunger on the alde leak detector if any bubbles show in the sight glass you have a leak. Even a pilot light will give a continuous flow of bubbles. Alde international is based in Northampton at Moulton Business Park and they also supply a good range of cookers sink units and both water and boat heaters. I have used a smev cooker for eleven years and had to replace one of the gas taps on the 4 burner hob that had corroded over the winter months. (caused by water from the galley window left open) The local Pumkin chandlers quoted me 3 to 4 months as the part would have to be ordered from abroad. I contacted Alde who are the importers they also had not the part in stock but took my name and the part duly arrived in 5 days posted direct from Italy total cost to me £12.00 far cheaper and months quicker than Pumkin.

A gas alarm with two sensors is also a good option but beware it uses as much battery power as a colour chart plotter.

Batteries : Should ideally be fitted in their own battery box with a breather to allow the gasses to escape over board. Provided they are secured and strapped down in a self draining compartment with the red + terminal adequately protected. The cables must be in good condition and safely laid and regularly clipped apart as per the gas pipe. The batteries also need to have an isolator switch fitted on the red +. This is usually fitted close to the battery but having seen the effect of a main short circuit

on a friend's boat, on smelling the gasses he lifted the locker lid to see smoke and with the terminals glowing red hot and smelling the gasses the last thing he wanted to do was lean over the battery and turn the switch off. He dropped the locker lid and jumped smartly off the boat.

I have now fitted his master switch in an adjoining locker. He was fortunate that he only lost two batteries and some cable. Had they exploded who knows what the cost might be.

Hoses below water level must have at each joint two stainless steel Jubilee type clips this is in the heads and if you have diesel engines the inlet pipes and the stern gland needs four.

All sea cocks inlets and outlets need to be earth bonded to a sacrificial anode ie. all those you have two jubilee clips on.

The report will list the faults found in categories: a. b. c. d. etc.

(a) requiring attention before the boat can be reinsured.

(b) not yet urgent but you may well find your insurers require this work to be completed before the following season.

Most of the guide lines for a survey are not actually set in stone, they rely on a certain amount of dare one say it common sense on behalf of the surveyor.

I could fill a newsletter with the failures I have seen but here are just two for your consideration both are (a) failures on a 9 meter Catalac:

(1) the galley sink waste pipe outlet has no sea cock!

(although the outlet is well above the water line the argument being that while sailing heeled over seawater could flow into the sink and then flood the hull.) one has to ask whether the surveyor has ever been on a cat for I have never seen one heeled over enough to get any water in the sink let alone flood a hull. Perhaps you know different.

(2) the aperture from the top of the pulpit to the fore deck is too great!

(one could slide under it into the sea.) The next boat he surveyed was a £2,000,000 Sunseeker no doubt he failed that for the same reason.

I would have thought it far easier to fall over the top but then I am not a marine surveyor.

Believe me as Ian and Penny Kidson have discovered after their experiences and loss of their sale after an unjust survey on "Two Much Ado" the additional cost of the second survey has left them not Two Much To do. Good luck with your sale.

I can recommend one or two marine surveyors from having watched them undertake a survey and having studying their report. They undertook the job in both a thorough and professional manner.

Beware the cheapest is not always the best some will only do the survey others will do both the valuation and survey and as Ian and Penny have discovered a second opinion can save you a great deal of aggravation and money. ED.