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Bobcat & Catalac Cruising Association

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Disclaimer

Neither the BCCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the BCCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the BCCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.

Hello fellow Bobcat and Catalac sailors every where.

November 2007

This month's "Meet and Eat" **24th November, at midday**

To be held at

'The Alverbank Hotel'

Stokes Bay Rd. Alverstoke, Gosport, Hampshire.

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

This will be the last meet of the year. However, as per usual, we do need to know the numbers in your party, so please, if you are available, either email me or send a text to my mobile 07 971 808 777.

Please do it **now** not on Saturday morning, as we would like to notify the hotel 3 days in advance.....

Any member who has recently purchased new sails, instruments or dinghy etc ie the usual replacements, please let us help you recycle your old ones onto a new home. We will advertise the old bits for you in the newsletter, free of charge.

The BCCA, Bobcat and Catalac Cruising Association, as members are aware, is now open to all multihulls and mono owners. In last month's newsletter we asked for members thoughts on changing the association name to Catamaran Cruising Club.

When asking other catamaran owners if they would like to join, it was felt it would be far easier to ask them if they would like to join our Catamaran Cruising Club rather than Bobcat & Catalac Cruising Association. We felt by changing the name this would help increase our membership. The comment to change the name has received in the main favorable comments. See below.

(1) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

Letter from John Lack.

Dear Peter,

It was a pleasure to meet up with you both at the Southampton Boat Show.

Sadly only Jeremy Bretherton and Chris Dutnall (new owner of Cyndicat) made a visit so clearly the B.C.C.A. membership is diluting much as the commodores report on the last page of October 2007 Association newsletter.

I do believe the idea of "The Catmaran Cruising Club" is a very sensible approach to amalgamate the varied cruising classes, some of which will be in decline as new builds have ceased.

As such you have my vote on this and I am sure my late parents Tom and Mary would have approved.

Yours Sincerely

John.

E.mail from Mark Blaydes Catalac 9.216 HI-JUDE

Hi Peter,

Just a quick note to say that I am more than happy to see the change of name to Catamaran Cruising Club.

Not only does this allow the wider membership, that is essential to our wellbeing, but also allows those members who have had the good fortune to upgrade to a different vessel, to remain members!

I have had a very bad year with the only sailing, my taking my boat to the brokers, where she has sat, provoking some interest, but no serious buyers. I guess the weather has not helped!

Mark Blaydes.

I am of the opinion that any one looking for a good 9 meter Catalac that is up together and ready for cruising would do well to contact Mark direct on mark.blaydes@clara.net

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E.mail from Terry Secretan former owner of Catalac 8.74 NORMA ANN
who has just completed his first season with his new Gemini 105 Mc

Hi Peter.

I would be very much in favour of a change to Catamaran Cruising Association (for perhaps obvious reasons!)
Some ex members may well rejoin if you contact them.

Best wishes

Terry.

Gem 105Mc. "JESS" 964.

Many thanks terry we would like to hear how your first season with JESS 964 has been.

This Supposed Indian summer has meant that many boats that were late getting into the water are now only just being put away for the winter. It's that time of year when many crews have already gotten into the Christmas mood but beware the more boat maintenance that you can do now can save you many pounds at the beginning of next season.

Engine/s

Change the oil and filters now don't leave the old oil and associated acid build ups in the engine till next season.

The salt water needs to be flushed out of the cylinder head and all waterways a good tip is to put a good squirt of washing-up liquid in the flushing water This soap does help dissolve the salt and it will also lubricate the water pump impeller.

Outboard can be taken home for service and run up in an old dustbin or wheely-bin.

Wash all the salt of the exterior of the engine and replace the plugs and replace the anode this often overlooked item can save you many pounds against the cost of dealing with the damage caused by corrosion in the gearbox. Check the many electrical connections for blackening and corrosion by bending them you will soon feel if any of the terminals need renewing.

Inboard. Change all oil and filters then flush fresh water through the engine. Check the alternator fan belt for wear and tension and also the adjusting bracket as it tends to fracture at its mounting.

We are regularly asked how to flush the diesel engines although we have done it before please note: the article and diagram supplied by Bob Freeman.

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.

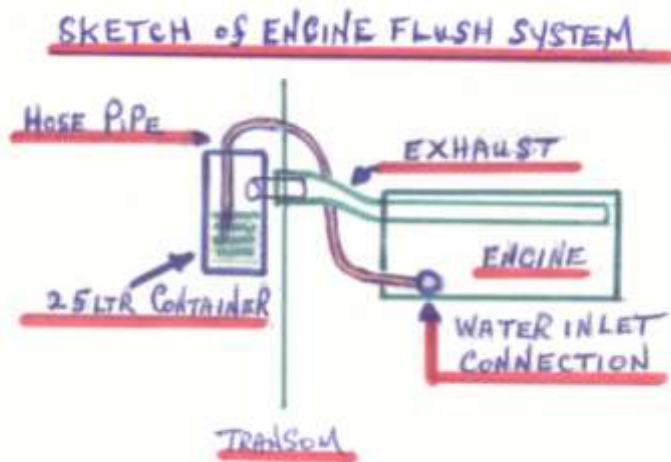
Fitting the container depends on the type of exhaust you have coming out of your transom. If it is of the male version then you can cut a hole near the top of the container and slide it over

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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 hose pipe 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.

Batteries. If you leave your batteries on the boat through the winter a quick charge at the beginning of next season will soon have them bubbling away and fully charged.

Don't you believe it as once a battery has been fully discharged even charging it up properly has now shortened its useful life by 50%. Some members remove them and take them home to clean and fully charge, to keep them in tip-top condition ready for the forthcoming season. This works well but without a battery on your boat, the battery is safe but your boat is now at risk of the many thieves that are fully aware that there is always something left onboard through the winter months worth to them a few pounds and easily sold at the many boat jumbles in the spring.

Your boat is far more likely to be broken into during the winter months ashore so if you haven't fitted an alarm on the boat now is a good time to consider the options. A simple car type alarm is easy to fit and will help deter most would be intruders. It usually has a siren or horn and it can also be simply wired to flash your navigation lights and interior lights as well. Unfortunately this will be of no use without a twelve-volt supply. However most large stores sell infa-red activated shed alarms cost £5.00 / £10.00 these work on a small 9v battery and are better than no alarm at all.

I must admit I have a 30watt solar panel on the boat and this keeps the 3 X 110 amp hour batteries fully charged all winter. A wind generator would also keep the batteries up.

Flares.....The failure rate of flares is now one in four.

The Paines Wessex flare company has now been sold to a Russian company. The flares look the same as the original Paines Wessex type most of us have been used too but the instructions on how to deploy them are now in picture form with no written content. Don't

leave them on the boat during the winter, take them home and have a look at them. Check them over, and keep a record of the different types and their date of expiry. Flares are expensive. It is a good idea to purchase 1 or 2 new flares every year. Flares have a recommended life of 3 $\frac{1}{2}$ years and should be kept in a proper container and in a dry, damp free environment. Carry out with both skipper and crew regular familiarising, at least once a year.

If you have flares to dispose of, then see your local lifeboat or coastguard station.

Call Freefone : 0800 328 0600.

Remember Flares can be Dangerous

Fire all Flares to Leeward / Downwind So that Smoke and Debris is Blown Clear.

If using Parachute Flares, keep clear of Sails and Rigging.

We should all know the above but remember when you have fired a flare, wait a few seconds then fire a second flare. The reason being should someone see the first flare he will continue looking in that direction but may not see you and therefore not respond, thinking he had imagined seeing the first flare. So always fire at least 2 flares with a short delay in between. The second flare will almost certainly have you rescued.

The RNLI sea check service can supply flare demonstrations for yacht clubs in the UK.

Remove berths and all cloths to prevent mildew build up on them caused by condensation. If you decide to leave the double berth on board make sure you pull it away from the dividing wall and place cups or wooden blocks underneath it to allow air circulation. (see what Pipers dream has done to stop the rot.

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. "See picture".



If you are considering doing any mods on your boat this winter with Marine Ply, we are fortunate to have an article from member, Tim Ashworth Foster owner of Cest Tout who imports and supplies wood and Plywood.



Marine PLYWOOD

As a sailor of some 35yrs and having worked with, made and sold plywood for the past 30yrs I feel that it is time someone demystified the world of plywood and in particular marine plywood regrettably the public and the boating public in particular have no real idea or concept of what marine plywood should be except that " It's damn expensive!".

The two basic glues used for exterior plywood are Type I melamine and phenolic, the Type I generally is considered inferior ,as the longevity of the bond and the ability to stand extreme variances of temperature do not generally make the bond as good as Phenolic, having said that much of the modern day fortified Type 1 glues do pass the test criteria and providing it meets the demands of the new standard it is perfectly acceptable for exterior applications.

Plywood grading is based on a set standard relating to appearance and construction with B/BB (now little used) the "Rolls Royce" of plywood and BB/CC which is basically the standard 1st grade of any plywood factory ;Grades such as C/CC etc are used principally for the coniferous or pine plywoods ,marine plywood is and should be to B/BB standard in terms of quality grading.

For the majority of marine applications a good BB/CC WBP Phenolic plywood will easily do the job if it is to be bonded or laminated with GRP or Epoxy, the new standard for Exterior WBP is EN636-3-EXT this should be marked on the plywood.

Let me state very simply what marine plywood actually should be in terms of construction, BS1088 was the old British Standard and this has never really been replaced, the Timber Trade Federation of the UK has issued guidelines for marine plywood and this comes under the BS1088-2003 terminology.

Marine plywood uses the same Phenolic glue as WBP BB/CC Exterior plywood the difference being that marine plywood is produced with a durable species of wood and must have a face and back outer veneer of 1.2-1.3mm before sanding so that the finished face veneer thickness is about 1mm, the core construction must have no gaps and there can be no filler repair on the faces or edges and generally it is a multiply construction so for example 18mm will be 11ply or 13ply, all the sheets and crates MUST be stamped and marked as BS1088-2003 and show the manufacturer's name and country of origin. A good producer through his representative office or agent will offer guidance upon request by way of a fact sheet on use of plywood and the verification of the source raw material, in the form usually of a certificate,.

The term "legal" timber is often used, broadly speaking timber products marked FSC (Forest Stewardship Council) can be considered legal however there are a myriad of other well accepted verification systems in place, essentially what we want to confirm is that the raw material comes from trees that have been harvested under ITTO globally recognised sustainable practices and are from well managed forests, always these trees are marked or tagged and will carry some sort of certificate of legality which can be applied and attributed to the product being produced.

Regrettably there is much plywood that is allegedly normal BB/CC Exterior coming into the market from China who through aggressive pricing has captured nearly 50pct of the UK plywood market, whilst nurturing the illegal timber industry worldwide with China's voracious appetite holding no respect for indigenous peoples or preservation and continuance of global forest reserves.

Much of the plywood made in China is simply marked "Far Eastern Plywood" a nomenclature set to confuse the layman and circumvent trading standards;

The China plywood is generally made from "bits and pieces" much from illegal logs and does not have any provenance, generally any certificates of provenance are suspect (including the CE standard), the glue is very often only good for internal use only, however like a "woman of the night" first impressions are of a pleasing attractive piece of plywood but when the makeup comes off and you "put the light on" starting to use it then the true picture is revealed it is cheap BUT "Caveat Emptor"! remember there is always a reason something is cheap and usually quality and integrity are being sacrificed somewhere.

From Indonesia, India, Brazil and Malaysia there is still some good factories producing quality marine plywood but regrettably the UK timber trade is beset by a general apathy and ignorance on the part of the customer and a lack of information and by some suppliers, don't forget some large building supplies groups are so big they often do not have the ability to "self police" on items such as this.

For example in the past some marine plywood from the traditional supplying countries being sold into the UK market is nothing more than "Tarted" up and remarked BB/CC Exterior sold as marine plywood for the higher price it is only the public that can effectively monitor this through product awareness.

So ask questions and demand answers, question the source of the raw material used, look at the plywood in your builders merchants or timber yard and if the plywood you are being shown as marine has core gaps on the ends or sides or repairs and filler on the faces or face veneers of less than 1mm thick, reject it or better still call in your trading standards officer and complain, for too long us Yachties have had to put up with indifferent quality so armed with

some knowledge at least we can fight for quality and value for money and ensure there are some trees left for our children's children.

An article from our Commodore, Jeremy Bretherton.

Last March I took Allez Cat (8.184) round to Wilson's Boatyard, Mengan Rythe, Hayling Island to be hauled out and checked as to what was causing the ingress of water into the starboard bilge. As soon as it was out previous suspicions were verified that the grating of an anchor chain, whilst anchored at East Head, Chichester harbour the previous year had worn away the gel coat. I was invited to inspect some other catamarans out on the hard to see how the yard had solved similar problems.

I had never seen a yard with so many catamaran and trimarans of all sizes out on the hard, including a concentration of Catalacs. Scub Cat (8.30) was about to be launched with its 20 hp outboard and high speed propeller. Mark Blaydes was busy antifouling Hi Jude (9.216) before returning to Norway. Behind him was a 9 metre with two lozenges embedded in the bows which turned out to be C'est Tout (9.193) with Tim Foster, just back from Jokarta, aboard. He assured me that the lozenges were effective in preventing the bows diving into the water. Two away was John Green of Madaleine of Netley (9.906) working on 9.921 which has yet to be commissioned. Next to that was Aku Aku (9.07) with John Cole scraping the hulls prior to antifouling. Word had obviously got around that this was a good yard to spend the winter in.

Many of the catamarans had sacrificial strips of wood fibreglassed to the bottom of their hulls as buffers against stony seabeds and anchor chains. I had not previously realised that eight metres had no metal or wooden strips along the bases of their hulls. In addition to a repaired gel coat and two sacrificial strips the yard were able to fabricate a new pintle and rudder support to replace the originals which had mysteriously disappeared.

During the summer the Yard's vigilance saved me a lot of money. One of their men had noticed that Allez Cat, which was moored on one of their buoys in Menghan Rythe Channel, was listing to port. A phone call to me for permission to board and inspect was followed by them pumping out the port engine locker before the water level which had been seeping in through the stern tube had caused damage to the gear box and engine. The same day the boat was on the slip way and back in the water with all repairs done within five days. Clearly a good Yard to be with during the Summer as well.

Articles for sale and wanted

A. **Wanted** Cruising Chute for Catalac

Contact: Roy Wright of Falmouth at roy@budockwater.fsnet.co.uk Mob: 07811763955.

A. **For Sale** Tohatsu 9.8 HP. 2T Outboard engine short shaft, with 12 litre plastic fuel tank.

This engine has been used on our dinghy for high speed exploring and as an emergency engine for our previous single engine Catalac. The Tohatsu 9.8 2T weight is the lowest in its class and weighs no more than the later 4 HP 4 stroke. PBO tested both 2 stroke and 4 stroke engines up to 10 HP on a yacht and conclude that the 9.8 in many ways the best buy over its 9.9 HP 4 stroke competitors.

£500.00

Also unused engine transom bracket up/down spring assisted.

£40.00 ono.

Contact: Peter Gimson at pgimson@ntlworld.com or Mob: 07971 808777