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Catamaran Cruising Association

Formerly 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.

March 2008

Dear Fellow Members,

Please don't forget this month's Annual General Meeting.

THE B.C.C.A ANNUAL GENERAL MEETING ON SATURDAY 29 MARCH

To be held at "The Gun Public House", Keyhaven near Lymington at 11.30 hours.

Followed by the ever popular lunch, snacks, drinks and chit chat between members.

We will need to know the numbers who will attend. Please contact:

P.Gimson by text to 0797180877 or e.mail to petergimson@bccca.fsworld.co.uk
or peter.Gimson@sky.com

please note the dot after peter and delete the ntlworld email as this is no longer in service. We look forward to seeing you.

MINUTES

of a meeting of The Bobcat and Catalac Cruising Association held at
The Spinnaker Public House on Saturday, 9 February 2008.

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

Present: Jeremy Bretherton (Commodore), Peter Gimson (Secretary) Bob Freeman, Maggie Smith, Sue Stacey, Tony Linford.

Absent: John Green, Rick Harvey.

In Attendance: Dagnal and Kathy Clutterbuck, Anne Freeman, Theo Hargreaves, Roger Smith, Shirley and Alan McMahon, Derek and Linda Ince.

It was generally agreed that "The Spinnaker" would be an ideal venue for future AGM's.

The main business of the meeting was to discuss what rallies should take place during the sailing season.

It had been agreed at the previous meeting to avoid Bank Holidays and it was also agreed at this meeting the beginning of May was too early and that June, July & August of the sailing season should be left for members to do their own thing.

It was agreed that a rally should be held at Bembridge commencing on 22 May (HW 13.55 hrs) to 25 May. Those who wished could stay on over the Bank Holiday.

It was agreed that there should be a rally at Poole from Friday, 5 September to Sunday, 7 September with a lunch party at the RNLi College.

Peter Gimson advised the meeting of a MOCRA rally at Brest to which we had been invited. A local French Club had also invited us to join their cruise from Brest exploring some of the Islands further down Biscay. The details of which he would provide in due course via The Newsletter.

There being no further business the meeting closed with the expression of hope to see all present at the AGM on 29 March 2008

I was surprised to see that the eight boats represented by our members at The Spinnaker were in fact all eight meter Catalacs. ED.

Many thanks,

Go out to most of you who will be able to look forward to another year's membership of the B.C.C.A.

We Still Have a Few Absent Minded Members whose crew will no doubt be blamed for the omission.

Those of you who still pay their subscription by cheque rather than standing order, they should

do so now or they will not receive future newsletters or tips and advice.

THERE ARE MANY WAYS OF ACQUIRING DAVITS

THIS IS ONE

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

Aiming to sail to Holland to attend the Mussel Festival at Zeirikzee in August 1998, I knew that trailing a dinghy through the canals and locks was not an option for me as a result of sailing there in my 9 metre Kataragama in 1979. I was recommended to "Metal Micky" who had a small workshop at the back of Cobbs Quay Marina, Poole, where 8 metre 'Allez Cat' was moored at the time. In March we agreed that he would fabricate two 40mm swivel arms with one basic bend in each and provide the stanchion bases, two stanchion mounted eyes with back plates and four bolts for the mounted eyes and I would provide the pulley system blocks and ropes. He was ambivalent about the cost saying that "it depends" and telling me not to worry as he would see me right.

August approached without any sign of the davits despite reminders that I aimed to set sail on 19 August. Come 18 August and no davits I told "Metal Micky" that he had really let me down. Just as Theo Hargreaves and I were casting off we spied "Metal Micky" stomping down the lengthy pontoon carrying the davits. He literally chucked them into the cockpit together with the other bits and pieces shouting "Never let it be said that "Metal Micky" lets down his customers". We had to continue in order to catch the opening of the Poole road bridge. Later that night we berthed at Haslar marina, Gosport, where we started to assemble all the bits only to find that the bolts were too long and the thread only went down about a quarter of the shafts. That meant finding some wood blocks to fill in the space between the back of the transom and the mounted eyes. Haslar was too up-market to have bits of wood lying about so we had to wait until we reached Brighton marina where we found two wide wedges used to jam the prop supports for boats on the hard. These were cut in half and banged in either side of the eyes until the right thickness was obtained. After borrowing an electric drill the rest of the work was downhill. These Heath Robinson fixtures remain to this day and, in fact, have provided a better arrangement than having the davits tight up against the transom.

However, we were not finished as we could not find any suitable blocks or ropes either at Brighton or Dover and had to wait until we were at Middleburgh in Holland to complete the job. It will be seen from the photographs that we can clip on to the D eyes securing the safety line round the dinghy while it is in the water, lift the near side on to the bathing platform where it rests when sailing then pull the dinghy up with the davit ropes. We keep it at an angle with the oars in the fixed rowlocks. It is useful to dump in it such things as fenders and mooring ropes prior to use. Emptying it of water is simply done by raising the bows of the dinghy and pulling the bung out of the wooden transom.

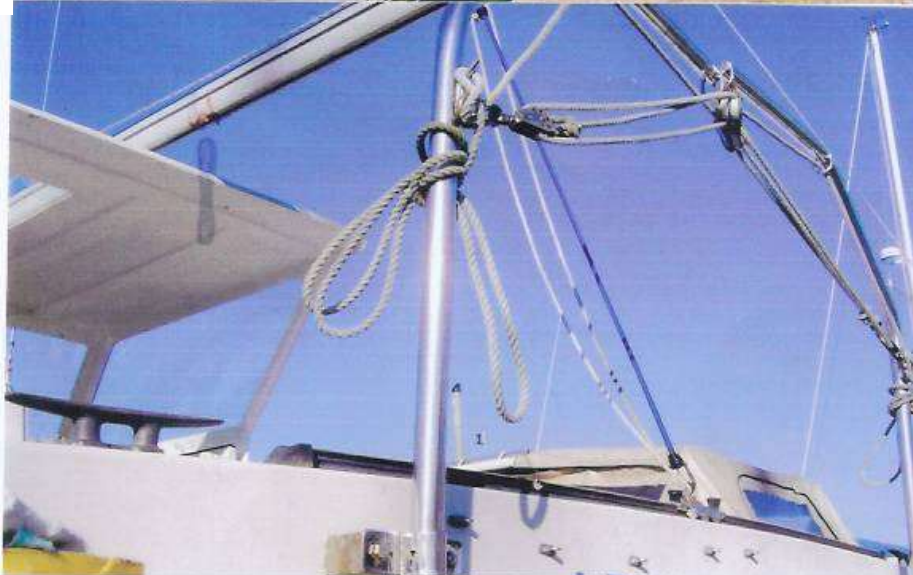
The true cost of "Metal Micky's" work will never be known as he declined to give me a bill despite many requests and endless cups of tea. Eventually I left £50 in an empty tea cup.

Jeremy Bretherton



Two types of davits both with similar fixings. Both light in weight. The boat on the right the davit mounts are stronger being supported by both the bathing platform and wooden blocks c/o Brighton Marina another advantage being the dinghy weight rests not only on the rear lockers but on the platform also.

Boat ready to set to sea with dinghy safely stored and crew eager to be away.



DAVITS

Often increase the length of the boat and stick out past the rudders.

These as shown can be turned sideways making them both safer and cheaper when berthing in a marina.

19.02.08

PS: If anyone is thinking of sailing to Holland the Mussel Festival at Zierickzee is well worth a visit. Held over two days at the end of August each year. On the first day all the mussel boats with all their families motor into the harbour which is full of little boats plying up and down with bands of various sizes playing away. On the banks are market stalls, events and more bands. In the evening are fireworks and general carousing. Next day, much the same with additional participating events. We went in for the go carting which was addictive coming second in the race for the over seventies.

Many thanks Jeremy, Davits come in all shapes and sizes and are by far the best way of securing a dinghy while on passage. It is ok to tow a dinghy for a short distance providing the conditions of sea and wind are favorable but should the weather worsen the dinghy will fill with water even if the drain bungs are out and then it becomes a real hazard. The weight of even a half swamped dinghy is more than two men can drag or lift enough to empty it without the added danger of falling in oneself. If in doubt bring it on board before setting sail and deflate enough to stow it in a locker. I know of one member who making good use of the wide foredeck used to carry the dinghy inflated and tied down to the pushpit and inner forestay, he recalled the day while entering the River Exe with the tide in full flood. For members that are not familiar with the Exe once just in the entrance the deep channel is hard to port the shallower water is where the flood tide will carry you straight on, to make matters worse in these shallower waters are drying moorings with the usual array of moored boats. The member who would prefer not to be named intended to anchor just past the entrance in deep water and in preparation had sent his partner to the fore deck to make ready. She loosed the dinghy enough to allow her to get the anchor ready to be lowered, all very professional. He entered all ok but as he turned the change in wind direction lifted the dinghy from the fore deck up onto the dog house window completely blocking his vision, well after much verbal abuse and a great deal of luck his cat, dragged by the current, passed all the moored boats without incident.

Davits should be both light and strong but if you are thinking of designing or making them beware the leaveridge on the base mounting point where they fit onto the boat can easily tear big holes in your fiberglass. We will have more on Davits, the plus and minus points, in next month's newsletter.

Useful Information.

Four things you probably never knew your mobile phone could do. There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things you can do with it:

FIRST emergency

The emergency number worldwide for your mobile is **112**. If you find yourself out of the coverage area of your mobile network and there is an emergency, dial **112** and the mobile will search any existing network to establish the emergency number for you, and

interestingly this number can be dialed even if the keypad is locked. Put this number in your memory and your families. Try it out.

SECOND have you locked your keys in the car?

Most cars these days have remote keyless locking. If yours has, this may come in handy someday especially if you happen to be abroad and a good reason to own a mobile cell phone: Having locked your keys in the car and as per usual the spare keys are at home probably miles away. All you need to do is contact someone who has access to your home - family member etc., call them from your mobile phone and get them to hold your spare key and activate the unlock button, holding it as near to the mobile their end, while you hold your mobile about a foot from your car door. Your car will unlock. This can save a lot of time and money and someone having to send or drive the spare set out to you. Distance no object. You could be hundreds of miles away, and providing you can contact someone at home to locate the spare remote for your car, you can unlock the doors or the boot.

Editor's note: It works fine!

We tried it out and it unlocked our car over a mobile phone at each end.

THIRD hidden battery power.

When your mobile battery is very low and you need to make an important call. To activate the hidden battery power press the keys *3370# and your mobile will restart with this reserve and the instrument will show a 50% increase in the battery indicator. This reserve will be recharged when you charge your mobile next time. One word of caution, if you use all this reserve you will loose all your stored contact numbers.

Put this number in your phone memory and your families.

FOURTH how to disable a stolen mobile phone.

Check your mobile phone's serial number. To do this key in the following digits on your phone! e: *#06#. A fifteen digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. If your phone gets stolen, you can phone your service provider and give them this code. They will then be able to block your phone so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody did this, there would be no point in people stealing mobile phones.

Having just read this and thought about the extra battery reserve, how many of you will think to actually write the code down. Why not write it down on the phone battery or store it in your phone number memory so, should you need to make use of the hidden battery life, you will be able to do so.

It is nearing the time of year when all the little winter jobs on the boat are nearing completion, well hopefully so. Several members have asked about this next job and it is one job that can only be done when the boat is on the hard and is also much easier to be done when the weather is warmer. It has the added advantage of sharpening up the whole appearance of the boat. Many thanks to Bob Freeman whose article we ran in March 2002 with regard to fitting a new rubbing strake.

FITTING a NEW RUBBING STRAKE

The Rubbing strake on our 8m 'Think Again' was getting very tired, it was probably getting on for 20 years old, and before we brought her she had been on charter in Sardinia, so it had done quite well over the years. We had been thinking about changing it for a number of years now and every time we went to the boat show we would take a look and see what was on offer and pick up the brochures but never got around to placing an order.

Any way this year was going to be different so one of the items on our list when going to the Southampton Boat show was to order a new Rubbing Strake, we new exactly where the stand was because we had been there quite a few times before, the stand was **Wilks** who manufacture Plastic and rubber mouldings etc, they were very helpful in explaining the different types available.

The options being to fit the same as we had on now, try one of the new plastic mouldings or the nice shiny aluminium one, we went for the new plastic moulding, white with a black insert, part number : PVC 1613R (plastics have improved quite a lot over the past 20 years)

The next thing was to arrange to have Think Again lifted out of the water to allow us the freedom to work all around the boat while removing the old and fitting the new rubbing strake.

We did this at Geoff Elkins Boatyard at Christchurch and having explained to Geoff what I wanted to do he positioned Think Again on the concrete hard standing at the end of the dock, giving us plenty of room to carry out this work .

I had explained to Wilks the date that I was working to and my time scale for doing the job and they even went into production for my requirements as they happened to be out of stock at the time, but it was duly delivered to my home and we fitted it on to the roof rack to transport it to Christchurch..

The removal of the old rubbing strake was quite easy, the insert was just pulled out, and the main rubbing strake being screwed in place by self tapping screws, these were removed using a battery drill with a screw driver attachment, the fibre glass then required quite a lot of cleaning and scrubbing before I was able to prepare to offer up my first Plastic Section.

The old rubbing strake had a galvanised metal insert so I used this as a template to enable me to mark and drill the clearance holes for the self tapping screws, if you are lucky you will find that the screws taken out of the old rubbing strake will be ok for the new one, I used about 50% old and 50% new.

The new rubbing strake was slightly wider then the old one, which meant that as the top edge position would be the same as the old one the screw holes needed to be drilled slightly above centre, I found that by cutting off a short piece of the new rubbing strake, I was able to carry out the necessary positioning and measurement and marking the off centre line allowing me to position the template in place and then drill the clearance holes ready to fit to the side of the boat, I did countersink the holes as I was using countersunk screws but I don't think these were really necessary.

The next step was to offer up the first section, this was a bit awkward because of the length of each section so I positioned a step ladder at one end to support it and the other end I used a longer screw then was necessary to just hold the end in place while I worked along inserting the other screws, of course if there were two of you then so much the better.

Each side took two and a bit lengths, each being 12ft (3.6m) long. They butted up to each other ok and I fitted extra pieces across the bow and the stern for mainly cosmetic reasons (it made it look nice) the occasional extra hole had to be drilled to make sure of support strength across the whole length.

The Rubber insert was next and this went a lot easier than expected, the top edge being slid into place and using a chisel with a blunt edge and a rubber mallet, I was able to work along each side and then the bow and stern pieces, feeding the bottom edge into place and locating the insert into position.

NOTE: As an after thought I realised that I could have fitted the insert in one piece, all the way around the boat.

Finally I filled the bottom gap with mastic to seal it off and give it a more professional finish.



The warmer the weather the better as the moulding will then bend much easier.

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 much dearer 9.9 HP 4 stroke competitors. £500.00

Also unused engine transom bracket up/down spring assisted. £40.00 ono.

Contact: Peter Gimson at peter.gimson@sky.com or Mob: 07971 808777