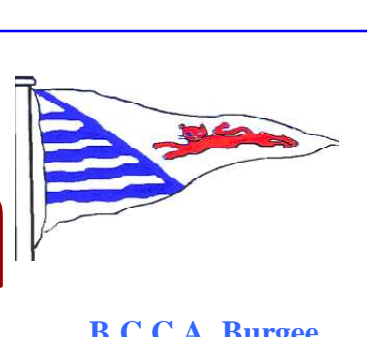
 <p>Founder Mary Lack</p>	<h1>Bobcat & Catalac Cruising Association</h1>	 <p>B.C.C.A. Burgee</p>
<p>Secretary: PETER GIMSON Tel: +44 (0) 1 202 773 749</p>	<p>196 Harewood Avenue, Queens Park, Bournemouth, Dorset. BH7 7BQ e-mail: PeterGimson@bccafsworld.co.uk www.bobcatandcatalac.btinternet.co.uk</p>	<p>Treasurer: RICK HARVEY 44 Southway Carshalton Beeches, Surrey. SM5 4HW. e-mail: inne.rick@btopenworld.com</p>
<p>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.</p> <p>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.</p>		

July 2004

To all fellow Bobcat and Catalac sailors

The Bembridge Rally

The May Bembridge Rally on the Saturday saw the gradual accumulation of members and guests on the harbour beach until there were a total of 11 Catalacs and 1 Iriquois with Andy & Linda Carr, our newest members aboard. By 8.15pm. all had made their way to Brading Haven Yacht Club who provided a private room for us. 28 members were welcomed and they in turn sent their commiserations Barbara Leeks who was hospitalized and to Peter Gimson the club secretary who was unable to come as he had ricked his back completing the construction of his boat in time for the rally.

We were provided with a choice of braised steak or pan fried salmon fillets followed by apple crumble or brandy and chocolate tort and coffee for £10.00 per head. With the bar doing a roaring trade a convivial evening was enjoyed with many members meeting each other for the first time.

There was a slow start to Sunday as people took advantage the receding tide to circulate and see other's modifications the most recent being to "Hi Jude" which had aquired a solar panel starching right across the davits. Once a BBQ site had been agreed folding chairs and tables appeared from nowhere followed by an assortment of drinks. Andy Carr's windbreak saved the food from sand while being cooked and kept the BBQ alight. It was good to see so many families and members (minus boats) joining us. Unfortunately the combination of fresh air, sunshine, food and drink, meant that many left for a siesta before hearing Derek Ince on his guitar.

Monday morning saw boats moving off in quick succession on the rising tide having enjoyed a relaxed weekend and hoping that there would be more such rallies.

Jeremy Bretherton "Allez Cat"

Talking of more rallies our next organized meet and eat will be held during Southampton Boat Show in September. Details to follow in next months news letter.

Think Again & Ard-ne-Greine go to the Bembridge Rally

It had been decided some weeks earlier that we would try to go to the rally at Bembridge, hopefully in company with Peter & Susan and their new 8m Catalac, unfortunately it wasn't to be, in the final throws of completion Peter hurt his back quite badly and although I helped out by antifouling & helping Susan get it put in to the water at Cobbs Quay Poole the maiden voyage has had to be put off for the moment until Peters back has healed.

Also Ann felt that she was unable to join me as her back is also giving her a lot of pain and she felt that the trip would only aggravate it, so I was travelling single handed when i boarded Think Again on Thursday and motored over to join Ard-ne-Greine on the other side of Mudeford bay and getting the boats ready to depart on Friday morning. In my wisdom rather than catch the strong ebbing tide at Hurst narrows I delayed our start till an hour and a half after high water only to find that there wasn't enough water for us get out off the harbour. (it seems to get worse every year)

Any way we departed on the afternoon tide and rock and rolled up to Hurst and finding the water in the Solent a lot quieter, I had suggested that we go as far as Cowes before stopping for the night but it was getting on for 8 pm. In the evening and I was felling rather hungry, so I called Nigel up on the vhf and suggested we go into New Town for the night, so that is what we did. So after a late meal it was off to bed so that we could make an early start in the morning to catch the tide passed Cowes. So at about 04.45 I could hear a bit of activity and popped my head up to see what was going on and there was Nigel with a nice cup of tea, Then engines on, release Nigel from the mooring lines and I ratcheted the hand windlass to bring up the anchor and off into the Solent, I know it can be a pain getting up early but an early morning passage is something special, we had the Solent to ourselves the sea was calm and the sun was just rising we were at peace with the world as they say. Using the last of the flood tide we were able to make a good six knots up to and past Cowes, moving into the Eastern Solent and a lovely view of Osborne House, where incedently the Queen had visited a few days earlier to plant a special tree in the garden there.

Running on passed Wootton Creek and Ryde Pier, we were then able to go inside No Mans Land Fort and cut across Ryde Sands arriving off Bembridge at about 07.45 we were then able to follow the buoyed channel into the harbour, finding some catalacs already moored on the beach, we motored to the far end I dropped my anchor and reversed on to the beach next to Singing Wind and Nigel reversed in along side me, he put out a kedge anchor on to the beach and as it was only light winds I felt that was sufficient to hold both of us.

Also on the beach was Herureka 11. Dragon Slayer. Thialfx 30 and Minou Chaud. The afternoon tide brought in Sandray. High Jude. Channel Clipper. Resident boats Allez Cat and Cats eye were also in attendance.

Saturday evening saw us all wining and dining at the Brading Haven yacht club hosted by their Commodore Steve Lymme and wife Julie, ex Scuba Cat and I think I can say every one had a very good evening.

Sunday saw us barbecuing on the beach unfortunately with an onshore breeze it meant the menu was Sand with every thing ! but it was nice to see such a good gathering of Catalacs and their crews.

Monday morning dawned and time to depart, kedges were lifted and boats gradually moved or drifted into the channel, one by one motoring out into the Solent, the wind was SW so those going west probably motor sailed but there was a good tide running and we were averaging 7 knots, so I called Nigel up on vhf as I was originally going into the river Medina with them and informed him I was taking the tide on to Christchurch as conditions were very good, also Aleck on Minou Chaud called me and said he was doing the same and possibly carry on to Poole, as we rounded Hurst Castle the wind went SE so it was sails up and engine off, I was then able to pop down below and prepare some lunch, the autohelm 4000 doing a superb job on the helm, but then the serious stuff of sail trimming trying to catch up with Minou Chaud, I new I should have scrubbed her bottom off in Bembridge but it was good fun and a very enjoyable way of ending the weekend, I had to then anchor off the beach huts at Mudeford to wait a couple of hours for the flood tide to get me into Christchurch and even then I had to pick up a buoy before getting on to my mooring. It was lovely to meet so many old friends and make some new ones.

Many thanks especially to Jeremy for arranging every thing, you did a grand job.

Bob Freeman "Think Again"

**I second that Bob and many thanks for your help and assistance.
Can we book you next year to do the antifouling?**

Roger and Maggie Smith. (Haptic Duo). Are this year setting off to the Med. Here is an article they sent me last year.

This was written several years ago but may still be useful to members thinking of new mainsail configuration.

For some years we had been considering the benefits of some kind of mainsail reefing. With neither of us being very fit, the decision had become more pressing with the passing seasons. We found the original boom system adequate as long as it was used in calm waters, i.e. In the river Medina, rather than when bouncing into a Westerly force 5 in the western Solent. The decision was finally made off Cherbourg in an E.N.E. force 6. (Forcast W3), when we needed a reef in anger. Fortunately we had Bob and Norah Sinclair (Catanka) with us. That's when the fun really started! Why is it that things always go wrong together? The boat was doing an imitation of a bucking bronco in a wild west show. On the way to the foredeck Roger was thrown against the port-side window, which immediately cracked in half and fell onto the navigation table, to be rescued by Norah. Returning to Cherbourg without a window at deck level was out of the question. As the men started to reef the mainsail, the back end of the boom was going skyward. The problem being that the topping lift was clipped to the fixed part of the boom, thus winding itself nimbly upwards. It took nearly an hour and many colourful adjectives to finally reef the sail. Needless to say, sitting on the top of the doghouse in such conditions was an experience that Bob and Roger would rather never repeat! On returning we started to look seriously at the different options. So when our old mainsail finally became too bellied to use, we had a good idea of the choices available.

There were three alternatives- In mast reefing, in boom reefing & fully battened main with lazy jacks. We were worried about the stresses on our elderly mast that would occur with in mast reefing in general, and at the gooseneck with the in boom reefing. Also the difficulties that could occur if the sail jammed particularly with in mast reefing.

We chose the fully battened main with lazy jacks. The weight of this would be similar to the original configuration. It had the same advantages as the other two, being workable from the cockpit. Even with the fitting of a new boom to take the reefing lines internally, it still came out cheaper than either of the other two options. It also had the big advantage of us being able to drop it with the flick of a cam cleat. No extra effort from the crew would be needed until in calm harbour waters, then all that is needed is to tuck in the top and zip the cover.

Having made the decision, we then asked John Lack to supply all the parts and make the necessary alterations. Prior to starting work John surveyed the mast and noticed some corrosion at the spreaders (old round type). So new spreaders were fitted. Otherwise all was well for the new rig to be added. At first the sail was stiff to pull up, but some silicone gel on the sliders soon had it behaving superbly. Fitting the lazy jack was amusing to all who watched us. We played for hours, only to discover we had it very nearly right the first time! We have now been using it successfully for several years and have been consistently pleased with the results. We had no difficulty reefing in the dark with good force 6 blowing outside Newtown creek in the western Solent. Motor sailing is quieter as the battened sail doesn't flap, therefore giving more drive closer to the wind. It is faster on all points of sail and gives a better performance when pointing. We had to sail up a very narrow creek when the engine failed and were glad we had the sail, it saved a lot of extra tacking. The new project is to replace the engine. We have a 9.9 petrol outboard and find it is very slow into the wind. We would like to be able to cross the channel faster than at present, and have some power in reserve for the odd occasion when we really need it. We are in the process of having a 20hp. inboard deisel with a lifting sonic leg in the centre. This will leave the lockers free for all our accumulated, maybe usable, odds and s-d-! Will write and let you know how it goes next season. Hope this is of some use.

Roger and Maggie Smith. (Haptic Duo).

>>>>>>>E.mail from (Haptic Duo).

Hi folks,
we have finally made it to start our journey. We were held up for two weeks with multiple engine problems with our new engine. Fortunately we found out just before we left the Solent and were able to get local help. We found this period extremely shattering on the nerves as every time we got to sea the engine either overheated or just stopped completely. Anyway we are now on our way and have made it as far as Guernsey with an overnight stop on the beautiful island of Alderney. We are now in St Peter Port and are going to have a few days r & r on the island before heading on to Jersey and St Marlo. We have already met up with old friends here and may still be around when some friends from our cruising club arrive. Hope you are all keeping well & enjoying life. Roger, Maggie and Derek.

Hi.
Well done.
I have just had three weeks on my back with disc trouble so did not see my new boat being put in the water at Cobbs Quay Poole but I am pleased to say that it floats. The mast went up this week ...but guess what the new Simrad DSC vhf is faulty. We have a main sail and hopefully by 25th. we will have a genoa. The engines are fine. I have still got bits to do before the survey but every day the back gets better so we will be down in the B.... lockers again soon.

Love Peter & Sue.

Hi.
Sorry about the back, but glad to hear the new boat is going well.
We are storm bound in st. Helier with force 8 gale just gone through. They say the sea is still up
The waves are now only 11 feet going down to 8ft.
I have an attack of vertigo so one of the harbour masters has offered to help Roger take the boat to st Marlo, as Derek has to go home.
Love Roger & Maggie.

This summer in the U.K. Is more like autumn with all the lows causing strong winds. With much of the time on the summer cruise being spent listening for the latest weather report and a case of running for safe harbours and anchorages. ED.

Wet Legs

Ever since becoming the owner of an eight metre Catalac I have been vowing to do something about being soaked by the water spouts which intermittently shoot up through the cockpit drain holes as we are sailing along. This last winter I took off the ineffective vents and made a blank approximately 9 inches / 25cm. Long by 3 inches / 7 cm. Wide by 2 inches / 5cm. Deep. Not trusting my own skills I got a G R P moulding manufacturer to make me two vents which I fitted in March with the aid of three screws. Since then sailing has been free of surprise water spouts. In case any one else is interested in a similar exercise

I have left several of these vents with Peter Gimson for sale at £20.00 each.

This price provides a contribution to the coffers of the association and the rest covers the cost of the moulding process.

Jeremy Bretherton "Allez Cat" 8/184

Repairing Aluminium Framed Windows on a Catalac

After 23 years the windows on Redouble were leaking more and more. Various attempts at repairing them only worked for a short period and I was for ever covering them in gaffer tape etc. as a temporary measure.

I had made enquiries about new windows but the cost was somewhat large as I would have to renew all windows in one go to keep the look the same. Visiting the London Boat Show in 2004 I picked the brains of window manufactures and found out the sealing materials used along with tips and hints. After using the credit card, I was the owner of some tubes of black butyl silicone and grey non setting mastic along with a tooling block.

Next task was to get the old window back home.

As the boat was outdoors and it was winter I removed only 2 small or 1 large window at a time. The gaping holes left were sealed with ply held in by bolts and backing pieces. The whole lot was made weather resistant by tape and plastic sheet.

The window was taken home and stripped down into its component parts. The taking apart revealed corroded stainless steel screws that sometimes needed drilling out, or if I was lucky fell apart as the screwdriver was turned.

Once apart the toughened glass was cleaned by scraping and the liberal use of solvent cleaners. The best scraper was the type used to remove paint from glass and the best solvent, lighter fluid.

The aluminium frame was cleaned by using a 'blunt' screwdriver and various solvents such as acetone and lighter fluid. Even though I took care, the anodised finish to the aluminium was scratched in places but as this was on sections that would be covered or hidden with sealant I was not too worried.

Now clean, remains of the corroded stainless steels screws were removed and the holes rethreaded to 4mm. I purchased the shortest counter sunk machine screws possible but at 16mm these still had to be shortened. A fiddly and time consuming business.

Once clean the frames and glass were dry run rebuilt. These showed up any problems and allowed for bits to be altered for a good fit. After the dry run had taken place the items were laid out so that they went back together in the same order. All the items were now degreased by using meths and paper towel.

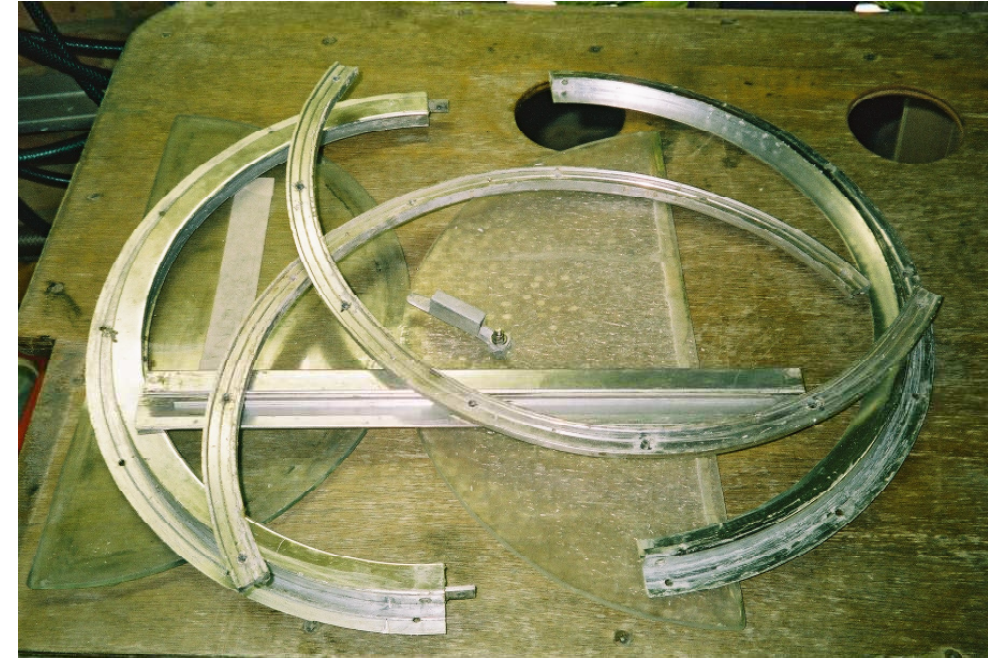
On the final build the glass was held centrally within the frame by using adhesive foam tape. Where the stainless steel screws went in to the aluminium these had a coating of mastic to try and prevent future corrosion problems.

The frames were laid outside down and the black butyl was injected into the gap between the frame and glass where the old double sided tape had been. The frame was then turned over and the glass pushed down, oozing out the butyl. Spacers were then inserted into the 'new' gap between the glass and frame. More butyl was injected all round until it too oozed out. This butyl was then sprayed with soapy water and the tooling block was used to give a chamfered finish, a bit like the original rubber beading tape used.

This was now left for 24 hours to partially cure in the garage. A rough clean up was then done and the frame was removed indoors to fully cure (this was during the winter !). After 3 or 4 days

the frame was fully cleaned and any excess sealant removed.

Refitting the frame should take place on a dry day ! The ply and plastic sheet are removed from the boat and the whole area cleaned up. Liberal amounts of acetone, paper towel and brass scourers are the best way. A dry run is done to make sure that the frame still fits in the hole and that the screw holes line up. Once done to satisfaction the flange is covered with the grey mastic. Again, apply liberal amounts to ensure that no gaps are left. The frame is eased back into place and screwed in.



This picture shows one of the round aft windows all in bits after cleaning.



This picture shows where the frame comes apart and the old screws removed.

. A person is needed inside to ensure that the screws pull up the inside clamping frame correctly. Once all the screws are in position I go around the frame a few times and tighten the screws up. Excess sealant is removed once it has skinned over by using a blunt screwdriver and then wiping with white spirit.

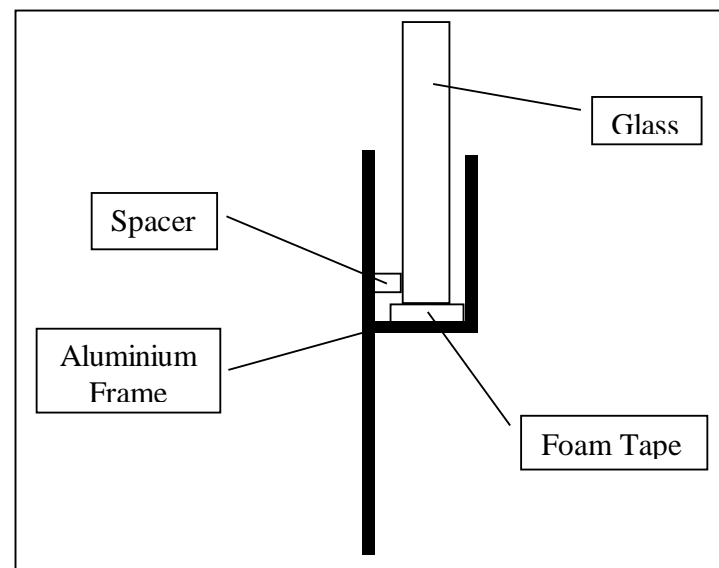


This picture shows a frame rebuilt and sealed.

All the mastics and tooling block came from Houdini Marine Windows. They recommended black butyl silicone mastic to bed the glass in the frame and then grey non-setting mastic to put the frame back in position on the cabin top. At all times they emphasised that any shortage of sealant on the joints may allow future leakage, so if in doubt use more! I found that I used around ¾ of a tube per large window of butyl and ½ tube of mastic. The tubes are the large size ones needing a dispenser 'gun' that can be purchased from builder merchants.

Other items worth purchasing are disposable gloves, paper towel (industrial type), lighter fluid, acetone, meths and white spirit.

It seemed to take around 12 hours to rebuild an average window frame, the time-consuming part being the cleaning. I had tried wire brushes etc. but kept reverting back to a screwdriver for the initial clean.



Houdini Marine Windows Ltd.
Hallmark Industrial Estate
Southminster
Essex CM0 7EH

Telephone 01621-773590
www.houdini-marine.co.uk

Products used were:
Arbosil 1096 – non-setting mastic for sealing the frame against the cabin top.
Arbomast black – 'bonds' the glass into the frame.

These products were at around £6 per tube plus P&P plus VAT. The tooling block costs around £10.

FOR SALE AND WANTED

Hi Peter,
just in case you don't recognise the e-mail addresses, this is Jim Ward who works for John lack, i have a 10m main i would like to offer for sale. Would it be possible to advertise it on the association web-site, it has never been used, white in colour, there are two small brown stains on it, one on the foot and one on the luff.
Hope you can help.

Jim Ward. Lobsterpot03@yahoo.co.uk

John Green's Catalac 900 is for sale.

This boat has just about every extra imaginable, and has been kept in cottonwool!

Send for inventory and photos.....Price £57,000.00

Reason for sale; need bigger boat. Tel: 02392 462502.

12 Metre Catalac 12.27 "Dragon Slayer"

The last 12 Metre built is for sale and is in excellent condition. Genuine reason for reluctant sale £100,000.00 The ideal cruising boat with plenty of room to live aboard.

Contact Peter Dennis +44 (0)1782 322195 Mob: +44 (0) 774 8888 183

Boat Shares in the Med.

We are having no joy trying to sell Aku and I wondered if there might be any interest in the idea of selling her in shares. That would mean that part owners would be able to have a period sailing the Med. without actually having to get their own boat down here! What do you think, could you advertise the idea in the newsletter please. Otherwise, she is still for sale but is slowly but surely becoming the more in need of T.L.C. Her interior is still good and reflecting the quality of the refit, the engine as always starts first turn of the crank. You can get spares at half price on the web now www.ourbargain.com/rugarparts.htm You can find us now on the web at www.frenchconnections.co.uk/accom/5466.cfm

Best regards Dave Michele & Salty dog.

If you have any articles for sale or are looking for some (little used) spares let us know. ED.