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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.

February 2008

NOTICE OF ANNUAL GENERAL MEETING ON SATURDAY 29th. MARCH

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

NOTICE is hereby given that the Annual General Meeting of The Bobcat and Catalac Cruising Association will be held on Saturday 29th. March 2008 to conduct the following business :-

1. To receive and consider the examined accounts for the twelve months ending 31st. December 2007.
2. To appoint Theo Hargreaves FCA. as honorary examiner of the Association until the conclusion of the Annual General Meeting for the year ending 31st. December 2008.
3. To elect two members to the association Committee to replace Sue Stacey and Margaret Smith, who retire in accordance with Rule (3c) of the rules of the Association both are eligible to stand for re-election and wish to do so.
4. To receive the Commodore's report on behalf of the Committee in accordance with Rule (5d) of the rules of the Association.
5. To elect a member to the office of Commodore for the current year.
Special Notice has been received to alter Rule (3a) of the rules of the Association to read as follows :-
A Commodore may serve in that capacity for one year and be eligible for re-election thereafter but shall not serve as Commodore for more than four consecutive years.
6. To transact any business of which Special Notice has been received.
Special Notice has been received of a proposal by Jeremy Bretherton to change the name of this Association from Bobcat & Catalac Cruising Association to Catamaran Cruising Association.
7. Any other business.
This item is included solely to afford members an opportunity for informal discussion. Any matter raised cannot form part of the official business of the meeting nor may any formal motions be proposed.

2nd.February 2008

BY ORDER OF THE COMMITTEE
Peter Gimson Honorary Secretary.

Dear Fellow Members,

Don't forget this month's event.

The venue will be on the south coast in the form of the ever popular,

"Meet and Eat"
at midday on Saturday the 9th. of February

at the Spinnaker PH, Swanwick situated opposite Moody's Boatyard, Hampshire.

We need to know the numbers who will attend please contact

P.Gimson by text to 0797180877 or e.mail to petergimson@bccafsworld.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.

Members who have ordered 2008 registers, I am pleased to say that they will be with you later this month. Should any member want to order a 2008 register please send me a cheque for £7.00 payable to BCCA.

Now is also a good time to make sure your boat is properly dressed for the coming season by ordering your BCCA burgee by sending me a cheque for £12.50 payable to BCCA.

Members who have not paid their 2008 subscription should do so now or they will not receive future newsletters containing tips and advice.

The questions members have asked about this month are too numerous to be dealt with in this month's newsletter, they include rubbing strake replacement, davits, cockpit covers and with this awful weather we have had several enquiries regarding water ingress from leaking windows. Windows do not normally start to leak while the boat is being stored in the winter, they are far more likely to leak after the boat has been buffeted about while sailing in rough seas. Our boats are well made but they will flex and over time this can easily damage old weathered sealant. To be honest in half the cases this water ingress is condensation rather than leaking windows, There are no quick fixes should your windows leak rectification is both time consuming and can become expensive if great care is not taken. This item has been dealt with in past issues and like many will probably be repeated over the coming years.

Should any member have advice or pictures of cockpit covers, or davits please e.mail them to me so we can share your experiences and please give us an idea of the costs that you incurred.

See: excellent article from Peter Denning "REDOUBLE" CI.9.144 how he cured his leaky window problem.

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

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.



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



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

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 $\frac{3}{4}$ of a tube per large window of butyl and $\frac{1}{2}$ 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.

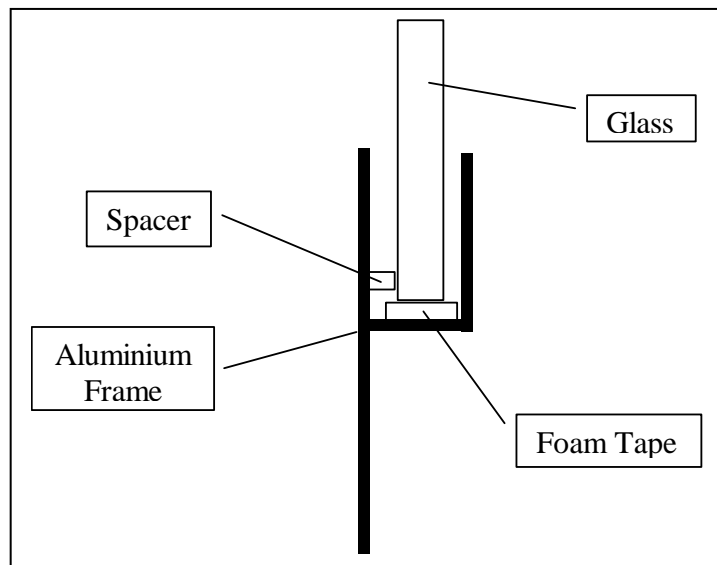


This picture shows a frame rebuilt and sealed.

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.

Many thanks Peter, I have also used Houdini and found them to be both helpful and efficient at both supplying parts and complete windows. The 900 series Catalac does not have framed windows and owners having water leaking problems may contact John Green, former owner of Cl.9.906 Madeleine of Netley, by email jo.ma@tiscali.co.uk or mobile: 07979 001153.

Let's hope this article will help members with their leaking window queries.

The ideal time to change the rubbing strake is on a very hot day or close to power so you can heat bend the plastic that the rubber fits into. This article, to help smarten up members boats, will be in next month's newsletter along with davits.

Rush update from Marilyn who is fortunate to be enjoying better weather than us Europeans as she continues her adventure of a lifetime that most of us can only dream about.

January 22

Here I am sitting at the airport at Guayaquil again, it is 5.00 am and I have arrived a short while ago. I am waiting to check in en route to St Lucia in the Caribbean. I have just spent the last 5 hours on a bus here snoozing and now waiting to check in at 0730. I should arrive all being well in St Lucia by 2300 tonight and there will be some time changes in there as well as I go back in time. It will be a long day, I change planes at Miami and then San Juan in Puerto Rica and then St Lucia. There are people around me snoozing on the seats waiting to check in who have arrived early at the airport too for one reason or another, cleaners buzzing around and some of the staff arriving to start work as KFC opens not far away. I guess the other little shops will gradually open as well.

Alan and I have had the best trip away for 8 days to the Amazon Jungle and north of Quito. We caught an overnight bus to Quito, taking 8 hours to get there. It was cold when we arrived early in the morning, Quito is high up in altitude so we had to take plenty of warm clothes for there as well as the jungle where it would rain a lot. We stayed a day in Quito in old town and this time we went to the museum in the new town part of Quito. The buses are crowded, packed with people. We literally had to squeeze aboard as we had some cultural learning. I enjoyed it. We had an English speaking guide and as we walked around the museum he became keener and keener and Alan totally switched off when we got to the Spanish religious section. His voice upped a notch as he was obviously very interested in this artwork. As usual we were told the English speaking guide was free but then the hand is out for a tip, more and more. Still the jewellery and clay figures and pots from old Inca times were very interesting. Some of the gold jewellery was so fine for the tools they would have had. The Spanish were agog when they saw the gold jewellery hanging off the native peoples bodies. How on earth they could eat with some of those nose rings is beyond me. A lot of the jewellery would have been quite heavy as it was very solid. After the museum we headed back to old town Quito to look for a leather jacket for my son. We found one in this particular shop after walking up and down trying to remember where these shops were and I wanted to take a photo of the jacket. The shopkeeper thought I wanted to take a photo of him and he is standing very proudly there with his son and beckons Alan to get in the photo as well. It was funny. I thought I can do that, so happily obliged, took the photo of the jacket and paid a deposit and hoped like mad we had made ourselves clear that we would be back for the jacket in a week or so.

We headed off the next morning back to our little breakfast place we always enjoyed last year and then down to the bus for our 6 hour ride to Tena. What a bumpy old ride that was!! It was increasingly warming as we saw the sign, 'Welcome to the Amazon'. It was very green, lush, land slides and parts of the road slipped away due to all the rain but fine, hot and sunny. We trundled up the road with our backpacks, we packed light for this trip and found accommodation then looked around at tours. We decided on 2 days to Amarongachi and Shangrila. The lovely warm sunny day didn't last into the evening and it fair bucketed down with rain. The power went off and we sat by candlelight eating dinner – Alan had spied a hamburger place. One good thing about Ecuador, it uses so much gas, life continues when the power goes off. We had already had an almuerzo when we arrived and I had bought a bbq

plantane a short while earlier so I had the beer while Alan ate the hamburger and chips. The next morning we took only the few things we needed and left our valuables locked up in Tena and headed off in the 4 x 4 car/ute to Amarongachi. We were given gumboots and told to wear long trousers and we hiked up the road and then up the river beds and climbed 4 waterfalls. We were absolutely drenched wet as we walked through high water and the waterfalls themselves. We had ropes at times to help us climb. The guide was funny and joked and laughed. He painted our faces with the paste inside a pod on a tree. By the time we got back, the paint had smeared and we had these bronzed orange faces. He showed us plants on the way, what could be eaten and good ones used in medicine. We had to stop to empty our gumboots every so often. One of mine had a little cut near the side of the boot and as we started that foot got wet and I thought oh no, only to have it become a blessing in disguise when it became a self emptying gumboot. Quite impressive really. I found the walk quite hard going with the jeans and the extra weight of the water in the boots but it was great. We were in primary jungle, we would have been so lost without a guide, there was often no set track where to walk and we would head on down some fairly steep slopes. It rained a little on the walk but that didn't matter, we were all so wet anyway. We arrived back mid afternoon to lunch waiting, a huge meal. We then went tubing down the river. I had to chuckle as we carried these truck tubes, the guides little son trotted along with rope and an oar. We had lifejackets on and walked a fair way to the place where we would start our trip down the river. We walked on to where there is a lagoon where the water coming down the hillside meets the river. There had been so much heavy rain the night before the water was torrenting down the hillside, it was muddy and such force we could only look and watch the waters meet, the brown and the clear. The water flows so fast down the rivers, they aren't that deep and wonderful for white water rafting. We headed back to where we had dropped off the tubes and the guide tied them together with rope. I was rather amused at the safety standards. Poor mans rafting I thought as I watched him tie 3 tubes together. Alan and I straddled a tube each and Madi the German English translator lay across the join of 2 tubes and the guide and son sat on the edge of the other and off we went floating down the river. It was really relaxing and fun till the rapids splashed us with such cold water and our butts were freezing as they hung through the tube. Still it was fun.

After dinner that evening we were taken to Shangrila to spend the night there. It was dark when we arrived and shown to our room. During the night it started to rain again, so heavy it kept waking us up and as the dawn broke we could hear the rain harder than ever. We were in the most beautiful spot. We were on the cliffs 100 mtrs up from the river below, looking out across the Andes. After breakfast, we headed off on a jungle walk again into primary jungle, this time walking up river beds in our gumboots again, literally squeezing between rocks and having to climb sideways up through the crevices. You definitely did not want to be fat or you just would not have made it. We didn't get wet today from the river but got wet from climbing the wet rocks and the light rain. We were quite grubby using our hands, butts and feet to climb these rocks. In some of the caves there were heaps of bats. I thought I had taken lots of photos but I must have been taking them too quickly but have caught a few bats in the photos. It was dark and they were flying so fast I just took photos and hoped I caught one. We thought we would have seen bigger trees, that part surprised us. After lunch we then had another tube ride down the river and this time we were promised it should be warmer!! We walked down all these steps down to the river edge, carrying our tubes again. I thought we paid for a guide to do this trip, I didn't know we would be carrying the equipment as well!! They weren't heavy, just a bit awkward, I was just amused again, how simple the things are done and how at home, we didn't have to carry our toys. This time we had 4 tubes as there was another girl with us. The area is full of rivers. We coasted down one river, to join another river, and then another river and the rivers coming from the mountains were cold. We finally ended up in the Napo River which continues on to join the Amazon River. The sun had come out for a while, not enough to burn but enough to feel lovely and warm as our butts once again froze in the cold water. The tubes were very effective, what a way to go. We had to wait to be picked up and again the guide makes us laugh as he just goes, pulls some hose apart and offers us to wash down and then rejoins it in someones yard. Just the things we would never dream of doing at home but so everyday over here. These two days were the most relaxing and fun in such beautiful surroundings. We headed back to Tena after dinner only to find the town in darkness. They had had a major problem this time with the power and the whole area was down. We had a generator at Shangrila so we didn't realize. We went to our room by candlelight and basically couldn't do anything but listen to the rain and sleep.

We headed off on the bus the next morning to Misahualli, an hours trip further into the Amazon. The road had so many slips on it, so many new bridges being built. It rained all the way there and we were right on the Napo River. We had thought we would like to try and get a boat ride up the river, we expected it to be reasonably expensive with only two of us. We were forwarned it would be cheaper if there were more of us. This trip was going to be in a dug out canoe with an outboard on it. It just wouldn't stop raining. We hung around in the plaza/park thinking about what to do. There were quite a few monkeys there, eating food people gave them and even tried to get in our backpacks. They snuck up from behind and gave me a fright as they tugged my bag. I didn't want to get a bit from these cute little fellows. We decided it was worth the 60c and the hour ride on the bus just to see the monkeys. We decided to give the boat ride a miss, we couldn't see much, it was pouring with rain, there was no power there either so returned to Tena, had lunch and then caught a bus back to Quito. I think by then the rain had attached itself to us and the next day we headed up to Otovalo about 2 ½ hours north of Quito. This was where I hurt my leg last year when the bike tipped over. I wanted to go up there again so it worked in well. We spent the night there, walking around in between showers just enjoying the atmosphere, bought a few souvenirs and then back to Quito the next day, picked up the jacket and then back to Bahia the following day. This time we did the trip during the day so we could see the scenery. It was lovely to feel the air as it warmed as we neared the coast. It was a 9 hour trip back and dark when we arrived but it was a fun trip away. As we got on the bus in Quito we were very obviously checked over to see what could be stolen. There was a girl and a guy and while the girl took Gregs attention for a few moments, the guy managed to get into his backpack and get out his bag with his cards etc in but fortunately didn't take anything. They then got off the bus. They were professionals. We were watching them as well and hanging onto things tightly, especially me, I had my bags in my arms and yet they still managed it. Greg is a Canadian cruiser who happened to be on his way home from a short trip to Columbia and came on the same bus with us back to Bahia. The trip home in the bus was great though, we were in some cloud for a short while but generally the day was fine and the scenery was great.

Alan started on some more jobs on the boat. He had to replace a bearing in one rudder and while he was at it, he had the guy redo another part, welding in a stainless steel sleeve which will make it easier in future for Alan when he disassembles the rudder. It had never been done properly since before he left Australia. He then took down the side and had it done as well, the bearing was fine just this other part. Labour is so cheap in Ecuador, a lot of the cruisers have guys working on their boats for \$10 a day. Alan is going to get someone to help him too and clean the stainless steel all around the boat and give the boat a good clean. Alan is going to be busy for the 3 weeks while I am away getting prepared for his Pacific crossing.

I am looking forward to my trip from St Lucia hopefully down to Trinidad/Tobago with friends. Again on a monohull but with the winds of the Caribbean I am hoping for some great sailing this time. I have never been to the Caribbean so it will be a fun and interesting time I am sure. I will return to Ecuador to spend some time with Alan before he sets off. Alan is feeling a little stressed at the moment with the long list of jobs ahead of him and getting everything sorted and I am sure this is good for him to have this time to get things sorted. Always much easier when there is noon around to do these things. This extra time he has had back in Bahia is all a bonus anyway as he was not planning to return to Ecuador till now and he has a few big jobs already done so that is good.

I'm pleased we had this last trip around Ecuador. It has been great, I felt like I hadn't finished my time in South America properly and now it seems more complete. Mind you, with my schemes and ideas, I have found some more things I would like to do here!! So many things to do, so little time and so many big decisions to make. When I get back to Bahia a lot of the cruisers will have started to head off in different directions and so more goodbyes have had to be said. Some are heading off on their own trips around South America, some off to Gallapagos now and some back to Panama. There are about 25 boats there where we are at the moment and the new lot will come over the next few months as we leave.

Well I think this is rather a long epistle and I have bored everyone silly so will close and say bye for now,

Love Marilyn

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