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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.**

**January 2008**

*Dear Fellow Members,*

When you receive your 2008 diaries don't forget, our first event of the season.  
The venue will be on the south coast in the form of the ever popular,

"Meet and Eat"  
at lunch time on Saturday the 9<sup>th</sup>. of February

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

The AGM to be held on 29<sup>th</sup>. March at the Gun PH. Keyhaven.

We look forward to seeing you.

Members are asked to suggest venues for the second bank holiday rally in May and our follow on cruise.

Many thanks, to the many owners who have reported seeing both Bobcats and Catalacs on their travels. Unfortunately some do not appear to be listed in the owners register. Gross negligence on my part you may be forgiven for thinking. Having recently visited a used multihull show, I too found several of our marque with no means of identification. Yes, they had a name but that was all. The resulting loss of identity is not normally done with criminal intent but could be. This loss of identity is easily understood when one realizes that many of our boats have had several owners, each doing his bit to keep his charge ship shape and Bristol fashion. It is easy to forget when upgrading well-worn sails with new, to remember to have the sail number sewn into the main sail. One identity lost. Also with more and more super duper must have electrical gismos that are added to the boat the original switch panel is often replaced by multi switch panels with modern rocker or isolator switches. Excellent though these are. The old switch panel also

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incorporated the sail no engraved on it, sadly this, once removed is often binned. There is one other identification plate in the saloon, screwed to the main bulkhead. This, one would think, is safe from loss but all too often removed by owners prior to re-varnishing and not replaced.

Changing the name of your boat was in the past thought to risk the wrath of Neptune, god of the sea, and as such frowned upon. These days most UK boats are registered on the small ships register. Changing the name of one's boat is far easier, and the practice has become increasingly common by many new owners.

Owners wishing to change their boat name beware the sail number must be stamped on a visible and secured identity plate fixed to the boat.

Only last year while a guest onboard a boat outside the UK the boat was stopped and visited by customs. I can assure you the identity plate with build no/ sail no. was the first thing customs wanted to check followed by the SSR number and bill of sale proving that VAT has been paid. They then checked insurance documents, safety equipment ie. flares etc. The whole process took about an hour and was very efficient.

Tip: Should any of you be visited by Customs in the future, further visits can be avoided by asking them for the reference no of their visit/inspection and should they in the future ask to come aboard you can quote the reference no of the previous visit and this they will check instantly on their computer and delay you no longer. I say delay in fact if you are on passage you can refuse to stop but you must allow them to board by rib while continuing your journey.

Happy cruising.

Please help us keep track of new owners and boat names and link them together with the all important sail number.

Following on from last month's newsletter ref: corrosion of sacrificial strips etc. see article below from: Bob freeman.

### **The Effects of Salt Water.**

Making the water more conductive is not the only way that salt can affect corrosion. It is very powerful in other ways. As explained, when Salt (Sodium Chloride) dissolves, it becomes Na<sup>+</sup> and Cl<sup>-</sup> ions in the water. The Cl<sup>-</sup> ions are very strong little things, and can be very corrosive in their own right.

However, other metals do not oxidise in this way.

For example, you may think that Aluminium does not corrode, as we see unprotected aluminium windows and equipment all around us - and it does not corrode away like iron and steel.

Aluminium foil in water will not corrode, but when salt is in the water the aluminium foil corrodes rapidly.

Why?

The answer lies in the **way** that Aluminium corrodes. Aluminium corrodes very quickly (actually much more quickly than Iron and Steel). However, the oxide that forms when aluminium atoms oxidise these oxidized atoms do not fall off like the rust on iron, but cling tightly to the surface of the aluminium. So very quickly, a hard layer of aluminium oxide covers the metal, and protects the aluminium metal beneath. Thereby no more aluminium can oxidise, as it has been sealed off from the oxygen and water needed to make the reaction happen.

When salt is added to the water, the powerful Cl<sup>-</sup> ions attack the aluminium oxide coating, tearing it from the surface and exposing new aluminium metal. As soon as this aluminium metal corrodes into aluminium oxide, it too is stripped from the surface by the Cl<sup>-</sup> ions.

Consequently the natural protection that aluminium gets from its oxide coating is lost.

For this is the reason that aluminium cars and equipment will often corrode badly if they are used on salted roads or near the sea.

**Salt** has one other property that makes it help corrosion, it attracts water. When a substance attracts water it is known as **Hygroscopic**. This means that it will try to get water from anywhere, an item with dry salt on its surface will corrode. How can this be - as we know that water is required for corrosion to occur? The answer is that water

is present. The salt on the surface of the item attracts the tiny amounts of water vapour from the surrounding air, and this water then allows corrosion to take place. Corrosion happens exactly where the grains of salt are attached to the item.

Salt is very powerful and can actually pull water through the paint on the items surface. The painted item without salt is completely protected from rust by the paint (the paint is acting in the same way as the hard oxide coatings). The item with salt on it is not protected, as the salt pulls water through the paint and allows corrosion to take place.

It is extremely difficult to remove all traces of salt from metal once it has been corroding in salt water. Special chemicals must be used before the metal is painted in order to make sure that all the chloride (Cl-) has been removed.

**Conclusion: salt increases the ability of the water to carry electrons (a current) - and thus speeds up the process of corrosion. The Chloride (Cl-) ions in salt also break down the oxide layer that forms on the surface of some metals making them corrode when they normally would be protected. Salt also attracts water (even from the air) causing corrosion in areas where water would normally not be present. If you are trying to prevent corrosion, salt is your worst enemy!**

Corrosion can make short work of a good outboard motor and each manufacturer has their own way of slowing this process down. Here are two examples.

With a Suzuki outboard during production, each motor is treated with chromate and sealed with a double coat of melamine resin primer, and every critical nut, bolt and washer is protected with a coat of dacromate. A network of grounding wires is incorporated into the engine's design, leading to a number of replaceable zinc anodes positioned on the outside surfaces and in the water jacket surrounding the cylinder head.

As a result, corrosion builds up on the 'sacrificial' anodes instead of on important engine surfaces.

A unique 50-year long programme of dedicated research, development and testing has resulted in the most comprehensive, well-proven coating and protection system ever created.

#### **YDC-30**

The unique, anti-corrosion aluminium alloy developed by Yamaha to protect exterior engine components.

#### **Self-sacrificing anodes**

Fitted in carefully calculated positions on engine casings, mounting brackets, lower units - and inside the engine block and waterways of some engines - high-grade alloys are used to help control and minimise the effects of saltwater.

#### **Special zinc coating**

Applied to all non-moving stainless steel parts to increase resistance to galvanic corrosion - also acts as a back-up to the sacrificial anode system.

#### **High quality stainless steel**

Special anti-corrosion steel is used for many components such as drive and prop shafts, steering arms and through-tubes.

#### **5-Stage exterior coating**

After being oven-baked for ultimate adhesion and hardness, a build-up sequence of tough primers, undercoats and acrylic resins are sealed in by a final coat of clear urethane lacquer. This gives every Yamaha its unique lustre and long-lasting, easy-maintenance gloss finish.

**NOTE : Only regular flushing of the Engine Cooling System will help to maintain the Life of your Engine.**

Many of our boats are cruising the waters that many of us would love to visit and last year one such owner Neil Broome has moved his Catalac 9.203 CORYDORAS from The Menai Straits, in Wales to Port Cap D'agde Southern France. The Port as can be seen in the picture below looks well worth a visit. There are plenty of pontoons designed for the more common half boats, but also pontoons designed solely for multihulls as well. The Price per annum including electric is £1450.00 for a 9 meter Cat. For neighbours he has another 9meter from Germany and 12meter Sweet Sixteen.

Neil would welcome meeting any owners who are cruising in the area and can be contacted on his mobile +44 776 571 2020.



Port D, agde

E.mail From Adrian Alty, former owner of 10.42 NOMADS CAT the last 10meter built.

*Happy New Year,  
I wish you well with Catalac in  
2008.....feeling a bit naked without  
my boat.....maybe, just maybe*

*It's sad to report that Dr Jorn Herold has to sell his boat, the only 11 metre Catalac ever built, Kiwanis. He has health problems and will have to retire from his cruising life.*

*I have attached the spec. of Kiwanis in the hope that you will pass it on to members.*

*Should any one want further information then please contact Jorn in Germany on 0027 219 756020 or me by e-mail. You could call me on 01590 626605 but I'll be away from the 17th Jan for three months. (can't stand this cold weather!)*



*Best regards*

*Adrian Alty*

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Any member wanting the full specification on KIWANIS may email Peter Gimson for further details.

From: "Roger Beasley"  
 To: "Peter Gimson"  
 Cc:  
 Subject: Crewsaver Lifejackets

Hi Peter.

When I was at the Earls Court boat show last Thursday, I went to the Crewsaver stand and asked about having my lifejacket checked out and serviced. During the conversation I found out that automatic head of my jacket had reached the end of its safe and useable life and should be changed.

The cost of changing the head is about £30.

I have attached a scan of the leaflet they gave me. Please pass it on to people you know who have this type of automatic head. They were manufactured prior to 1997.

Regards

Roger.

## Crewsaver Information Bulletin United Moulders Mk3 Head

**Note: This information bulletin ONLY applies to Inflatable Lifejackets, automatically operated, manufactured prior to 1997**

Our Lifejacket servicing department has brought to our attention that the United Moulders Mk3 Standard Automatic Head has reached the end of its safe and usable life and should now be replaced.

This component was fitted to Crewsaver Crewfit and Survivor inflatable Lifejackets manufactured 12 years ago and older.

If your Lifejacket is fitted with the Mk3 Standard Automatic Head shown on the right then please contact Crewsaver.

**It is essential that the head replacement be undertaken by Crewsaver and on no account should you attempt to replace this yourself.**



Providing your Lifejacket has been serviced annually and correctly maintained as per the user manual guidelines, replacement of the firing head will keep your Lifejacket in safe working order.

We strongly recommend owners of Crewsaver Crewfit or Survivor Lifejacket with a Mk3 Standard Automatic Head fitted to contact Crewsaver direct on Tel: +44 (0) 23 9252 8621 or by email sales@crewsaver.co.uk to discuss the replacement process.



**If your Lifejacket is fitted with any of the automatic heads shown on the left, then it is not affected.**

**We always recommend an annual service on lifejackets, as per owners manual**

Many Thanks Roger

We are all guilty of letting these important checks slip our mind while hurrying to get the boat ready for the next season.

Other things to remember:

Flares are they in date....

Anodes.

Fire extinguishers are they in date.

Gas flexible pipe is it in date.

Gas metal pipe is it corroding this is easily mist, as it tends to corrode where attached to bulkhead etc or where it chafes.

When was the stainless rigging last changed, or checked, insurance companies expect it to be checked and even changed every ten years.

How old is yours?.

E.mail from another member who sails in warmer waters.

Hi Peter, Just a quick note to enquire about the Burgee which we requested at the end of last month.  
Torcat, Clube Naval Povoense, Rua Da Ponte 2, 4490-523 Povo De Varzim. Portugal

In you original e-mail, you enquired about the birthing cost here. Well we paid £600 for 12 months. This includes a free lift out and back in again. Free electricity, and 20% discount for being on the hard. The service here is excellent and the facilities are very good and do not reflect the cost. The marina is secure and has 24hr manned security. They have a travel hoist capable of lifting 50 tons. We are ten minutes walk from the Metro station which will run you to Porto airport in 40 mins for about £1. it is only a few years old and you could eat you meals off the seats.

Over the past 12months I have flown out to 'Torcat' 5 times with ryanair and still not spent what we would have in Glasson Dock, one of the cheapest marinas in the UK (post British Waterways).

I hope this information helps a little. We are happy to send more information on other places visited if you need.

Thankyou Joe and Rena 'Torcat' 8/48

Many thanks Joe & Rena. All information greatly appreciated. Members on the south coast of the UK. pay more than that for Winter. Hope your new burgee is flying high.

Les Down has owned several Catalacs over the years. He bought 8.87 GALLIVANTER new. This boat was later stolen and abandoned in the English Channel only to be rescued and towed into a French port before being collected by Les. For his present use, not needing the extra cabin berths, he is looking for an 8meter.

His present 95/96 Catalac 9.907 SEA FEVER. is very sensibly priced at £26000.00. SEA FEVER is well equipped and should any member want more information, or wish to change from an 8 to a 900 they can contact Les by phone 01235 204218 or mailto [lesdown@googlemail.com](mailto:lesdown@googlemail.com) .

Rush update from Alan.

Hi everyone

I am now in Puerto Madryn on the Argentinian east coast. Its a great spot and we will stay in the area for Xmas. Have spent the last 4 or 5 days riding up from Punta Arenas, about 1500ks of flat good roads but windy, an interesting ride with a spectacular coastline. I am now trying to sell the bike, if I can, being Equadorian registered is proving a bit of a problem, but its going cheap, a dealer is interested. The bike hasnt missed a beat hope to do a 500k circuit on dirt roads to the sealine colony and Penguins and killer wales etc. We are booked on a bus to go to Mendoza then on to Santiago where I will catch a plane to meet up with Marilyn, who has been in Costa Rica. Looking forward to the few days here relaxing and looking around, the motor bike is not real comfortable, looking with envy at the chopper style bike around here they look positively luxury compared to the enduro, but off course they are not very good on rough roads. Well hope you all have a great Xmas and new year I will be thinking of you all, keep in touch Alan

Rush update from Marilyn who has been away sailing on a halfboat before returning to Costa Rica.

Hi,

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I have been in Costa Rica for a month now and have loved the small part I have seen. I spent a couple of weeks in Puntarenas being very lazy and soaking up the sun and finally got adventuresome enough to decide where I would like to go. Costa Rica is only a small country even though it looks large when I have the map open in front of me. There is so much to see and do. Being the silly season there are a lot of tourists and locals heading for the beaches so decided I wouldn't worry about going to the beaches. Besides, I have to leave somewhere to go when I return to these wonderful places. Can't see and do it all in one visit!! I can go to the beach when I go back home. I headed for Monteverde towards the centre of Costa Rica. The bus trip took approx 3 hours to get here, the first part was on the sealed road and then the bumpy dirt/gravel roads began. Distance wise it isn't that far, just slow once we hit the unsealed roads. Everything is so green and lush and the views from the bus are just awesome. As we climbed higher towards Monteverde we could see out over the Gulf of Nicoya where Puntarenas is. Even here, I can go for a walk a few doors up and look out over the Gulf so it gives you an idea of how close I am.

I arrived here around 5.30 pm in the evening and had the daunting task of finding accommodation. As the bus stops there are men and women holding out flyers offering accommodation and as I was fishing around in my bag for my printout pages from the Lonely Planet for recommended accommodation this quietly spoken, gentle faced man asked if I had a reservation. He wasn't pushy and said he was only 300 mtrs from the bus stop and would I like to have a look. I walked into this little hostel that looks like a renovated house and shown a room. 3 German guys were sitting at the table chatting and laughing and it had a good feel to it so I stayed. I only planned on staying here a few days and those few days have become a couple of weeks. It is like living with a Costa Rican family and the \$5 a day I get my own room and breakfast included. It is only a small place, 3 rooms downstairs and shared kitchen facilities so what more could I ask. Out comes the Lonely Planet pages for this area and the start of a brilliant adventure.

I headed off the next morning on a canopy tour which is sometimes called a zip line. You have a harness and you whiz along cables through the rainforest. I had 4 other German people in my group and we had such a fun day. One of the guides with us so reminded me of Erik Estrada, tall and really fun. He took one of my cameras and took photos and video for me. We aren't allowed to let the cable or straps go while we are zipping along and he took a movie for me as he went along the cable. He took all these photos without asking. During the tour we did a rappel where you zip straight down on a cable and also what they call a Tarzan Swing. It was a bit daunting at first to jump off the tower a bit like a bungee jump and then swing backwards and forwards through the trees. It was awesome. One of the guys took a movie of me and it is great. At the end they held up a loop of rope with rubber tubes attached to catch you around the middle to stop you. At that point you rather feel like a rag doll caught in the middle. The tour went for a couple of hours, the day was lovely and sunny and warm. All the tours pick you up at your accommodation too which is great, no struggling to get to the offices at a certain time and then drop you back home afterwards. That night I did a night tour to look at the nightlife and saw some strange insects and a couple of birds, also a fruit bat. As we started the hike the guide was sooooo keen about ecological stuff he was right into it and we are walking along the trail and suddenly he says stop and check your shoes, we had walked through some fire ants and they jump very quickly. Well I think we were still standing amongst these little darlings and man do they sting when they bite. Swatting them didn't kill them in a hurry inside your trousers and finally managed to kill them all and on we went. Lousy little ants!!

The Lonely Planet had mentioned a walk and on a fine day you could see across to Volcan Arenal so the next day I woke to this gorgeous sunny day and finally headed off on my next adventure. I had a fair way to walk to get to the beginning of the road up and the road climbed 300 mtrs in 3.5 klms. Easy I thought!! Bad calculations there, it was 3.5 klms of constant fairly steep hiking. The road was dirt/gravel and quite slippery in places as the dirt was more a clay. Still the views were so good. I had to keep stopping and catching my breath, I have done so little exercise for so long. It was quiet, and I gazed into the trees looking for birds and any wildlife. I did see quite a few birds but they fly off so quick I really didn't get a decent photo of any of them and also quite high up in the trees. As I got quite close to the top I could see the low cloud and knew I wouldn't see any Volcano so I turned around and headed back home. I was later getting there than I hoped as I started heading off in the wrong direction in the first place. I have learnt here in Costa Rica, 5 mins can be an hour, 800 mtrs can be a few kilometers. We laughed about it

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with the guides on one of our tours. This wonderful hike took me close on 5 hours up and back and man did my back ache that night from carrying the cameras and plenty of water in my back pack.

I went to a Butterfly Garden the next day, the butterflies are in some enclosures but again, they aren't stopping still for anyone!! The Morpho butterfly that Costa Rica has on all its souvenirs here is blue when it opens its wings, but when it stops to rest it closes its wings and they are brown with like tiger eyes underneath. I easily captured photos of them with their wings closed and then amazingly enough one landed on the guides arm and she gently just blew on the wings and they opened and I took some great shots. Also there they have a lot of insects and bugs from Costa Rica and some weird ones at that.

I thought I would like to stay here a few days so headed back to the boat and picked up my laptop so I could do some photos etc if it rained and just relax and take in the surroundings. There were a couple more boats in from Canada and Alaska so it was good to chat and hear their adventures. I left the next day and headed over to La Fortuna. I had a choice of a 7 hour bus ride, waiting 2 hours in Tileran and the road being as bumpy as for \$2 or go by van, boat, van taking about 3 hours and costing \$18. I had met someone who had been to La Fortuna and they recommended Gringo Pete's there so Melvin, the owner of the hostel here rang and made me a reservation there. The van takes you to Lake Arenal, travel across by boat and then van again to La Fortuna. Here is the famous Volcan Arenal that is still throwing out lava on a daily basis, sometimes more than others. This lava can only be seen at night and they have tours to go around to the west side of the mountain but my tour was a wet cloudy one. Still the forest walk was great, kind of eerie as it grew darker and we heard howler monkeys but didn't see them. We saw a sloth in the tree on the way and these little creatures called Coita's come out onto the road looking for food. They eat anything. They look to me a bit like a raccoon with a long tail, there were adults and babies and so cute. The van stops and they just walk across the road oblivious to the traffic. We then spent 3 hours at the Baldi Thermal Springs and that was great. They are really touristy of course, flash and expensive for food and drinks. They have quite a few pools and such a pretty set up there. We headed for the hot ones of course and had a lovely soak. On the way to the forest walk they showed us a river that is 40 deg C since an eruption a few years back now. There were people swimming in there, or rather sitting in the river. How good would that be to pop out for a hot soak and for free. Only needed a car to get there though. La Fortuna has some fun adrenalin things to do as well and I booked the canyoneering tour where you rappel down waterfalls the next day. Wow that was fun. I had my waterproof camera with me and took some great shots. We got soaking water at times up to our waists in water. For some reason I seem to get picked on by the guides and when we rappelled down the last big waterfall I couldn't work out why I wasn't moving and hanging in the waterfall itself only to find the guide at the bottom was able to stop me and play. When I got to the bottom another high 5 with the guide. One lady chickened out when she saw the drop. The first rappel we went down I went down fast and it felt awesome. The guides were saying how great and didn't creep down like the others. We could control how fast we went down with one hand on the top rope and one on the bottom. It was a great feeling. That night I treated myself to the best massage. I went to sleep right at the end as you do!! Gringo Pete's was a great place to stay, here it was \$6 for a private room with bathroom or \$3 for a dorm room. It had a great lounge area and a really neat group of people there coming and going all the time. A real backpackers fun place to stay. The adrenalin was flowing so decided to stay an extra day and do the white water rafting. The river was down a bit and only grade III but the scenery was great and it was a fun day, 6 rafts in all. Still no sign of the volcano, covered in cloud all the time I decided to keep an eye out the next morning and I was heading back with the van, boat, van at 2.30 pm to Monteverde and did the shopping tour!! I gradually walked back to the hostel turning and watching the cloud and people I knew kept saying, 'you will be hours yet waiting for it to clear if it does' and being in no hurry that was ok. All of a sudden within 5-10 mins I guess it cleared and I could see all the mountain and as quickly as it cleared it was covered in cloud again. I went back to the hostel and they thought I had given up and I was all excited I had seen the volcano. A few went racing out with cameras but I said it had covered over again but had the photos for proof. The rain set started to set in and it really hasn't stopped for very long for the last 3 or 4 days. It is now getting cooler and quite chilly sitting here typing this in the hostel. I think it is time to head back to Puntarenas to some sun. I hope this rain is limited to the rainforest and I guess, when in a rainforest I should expect rain. It is quite windy here all the time, at least since I have been here. It is such a pretty place and anyone coming to Costa Rica should definitely put this on their list of must see places. They make good empanadas in La Fortuna. I have seen a few toucans, lots of pretty birds, the sloth, heard the

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monkeys and have a new appreciation for the trees and plants. The hummingbirds are so cute and fast and their little wings flutter so fast as they look for food in the feeders or the banana pods and flowers. The coffee here is 100% coffee beans and tastes so good. Melvin, the owner of the hostel has family with a coffee plantation. I just told him I think I will go to Puntarenas tomorrow. He said go 5 klms away from Monteverde and it is fine. He said this rain is 'Monteverde'. He said if I would like to stay 2 weeks more it was fine with him. They are a lovely family. They have just brought me a chocolate and made some more coffee to go with it. They bring me some of their traditional food in the afternoons sometimes. If anyone is coming here and looking for a lovely little place, then you must come to Nuestrakasa Hostel. Everyone is made to feel very welcome.

Hope everyone has a great time over this Christmas season. It is so good time to catch up with family and friends.

Maybe it will be my turn next year.

Love Marilyn