

Founder



Mary Lack

Secretary:

PETER GIMSON

Bobcat & Catalac Cruising Association



B.C.C.A. Burgee

196 Harewood Avenue,
Queens Park, Bournemouth,
Dorset. BH7 7BQ

e-mail: PeterGimson@bccafsworld.co.uk

www.bobcatandcatalac.btinternet.co.uk

Treasurer: RICK HARVEY
44 Southway Carshalton Beeches,
Surrey. SM5 4HW.

e-mail: june.rick@btopenworld.com

November 2003

Hello fellow Bobcat and Catalac sailors every where.

The A.G.M.
& events prior to

.....e.mail from Peter Gimson (B.C.C.A. Secretary).....

to Bob Freeman B.C.C.A. President, and Ann Freeman B.C.C.A. Committee Member.

Hi Bob and Ann

The B.C.C.A. has a groundswell of increased interest that has been generated by the newsletter, the "meet and eat" and "Bembridge Rally" we need to capitalise on this.

I am asking you to establish whether you are

- 1) coming to the A.G.M. / supper and If attending in what capacity
- 2) as President or still in a state of resignation as president of the B.C.C.A.
- 3) is Ann still a committee member.

If neither you or Peter Denning B.C.C.A. Vice president are available to attend we will elect a chairman for the meeting and proceed to formulate the parameters of a constitution including committee members and officials.

By electing more Committee members and officials whose duty will be organising more events to help increase membership and sell advertising space for the register to help increase funds.

Regards

Peter Gimson.

Hi Peter & Susan,

Thanks for email, in answer to your questions, at this moment in time i dont think we will be attending the AGM, mainly because as we are also going to the boat it means that it will be late and dark by the time we get to Christchurch ? also we are not sure how Anns Leg will stand up at the boat show ? if we do not attend, please tender our apologies.

Yes my resignation as president still stands.

We are both happy to stay as committee members if required ? but feel we can only offer minimal support.

Hope to see you friday and perhaps have time for a coffee and a chat.

Just had a good weekend sailing a half boat for a friend, i now feel n*****d !

Bye for now

luv from Bob & Ann

Hi Bob & Ann,

Many thanks for your reply,

I fully understand with regard to the supper/agm.

I hope you understand that I had to ask because the last 2 functions you were both unavailable.

I tried to get a date in May, June, and July that was acceptable to Peter Denning and Rick Harvey, I also suggested Rick's house as it is close to Peter Denning and nearer for Jeremy Bretherton.

I did this because I felt that either the president and treasurer or vice president and treasurer should be able to attend.

Of course we would like you to continue on the committee as even minimal support is as you both know much appreciated.

Hope to see you Friday sometime perhaps by the **lego** yes **lego** stand in the picnic area near Sunseeker at 1 o'clock.

Buy for now we are also k*****d from boat show and building/buying goodies.

luv Peter & Sue

Report on the Annual General Meeting

An evening meal was enjoyed at The Round The World Restaurant, The Quay, Southampton on 19 September in conjunction with members of MOCRA, after which the BCCA AGM was held.

In the absence of The President and Vice President, Jeremy Bretherton took the chair. After Rick Harvey, the Treasurer, had presented the Accounts which showed an excess of income over expenditure of £391.53 and which were accepted nem com a general discussion ensued on the future of the Association. Under Many Lack the Association had been run by her almost single handed without any formal constitution. It was agreed that a constitution should be drawn up, presented to the members via the Newsletter and voted on at a Special General Meeting to be held in conjunction with a pre season lunch in the Solent area on Saturday, 27 March 2004.

(Easter day is 11 April 2004). It was agreed that members should be encouraged to relieve Peter Gimson of some of the onerous duties he had assumed in addition to being Secretary and Newsletter editor, such as New Membership Secretary and Events Organiser. Of immediate concern was to invite comment, again via the Newsletter, as to whether the Association should continue with a President, Vice President and Committee or change to the more usual titles adopted by Sailing Organisations.

ED: Please let Jeremy Bretherton

Or Peter Gimson have your comments!

-----*

Although most members are pleased with the newsletter, we do ask for ideas from you how we can improve it.

See criticism with regard to last month newsletter, Extract .

Received news letter ok, very good content but nothing really to interest the ladies and no continued information from last months re meeting etc?

With this extract in mind--- and heaven forbid I am not suggesting the ladies are better at cooking and cleaning than us males.

To wet our appetites: Perhaps if your good lady or you have a favourite onboard recipe to share with us or super fibre glass restorer etc., we would be most grateful.

**** Tip (1) We like fresh milk with our tea or coffee but after a days sail the milk curdles with the motion of the boat. To prevent this freeze a full 4/5 litre plastic container of milk, this will defrost slowly over the next few days giving fresh uncurdled milk.**

To help make amends for October:

Enclosed for the ladies on the page (4) "Hunk of the Month".

ED.

Sugar scoops on a 9m Catalac

We would be most grateful for your, and your readers, views on the subject. The advantages appear to be threefold; to increase waterline LOA and thereby speed, to act as boarding/bathing platforms, and to improve the aesthetic appearance. A fourth advantage could be an increase in buoyancy aft, depending on scoop construction. Our problem is that the skeg and rudder configuration of the 1980 generation of 9m Catalacs get in the way of the scoops. Making holes for the rudder stocks would produce turbulence and resultant drag. Re-designing the rudders appears an expensive and complicated exercise. Is there another solution? One answer might be a pair of 'trim-tabs' either side of the rudder stocks on each hull, allowing full travel of the rudders. Would this however have the required effect on hull speed? If any of your readers were able to produce a sketch for publication in your journal of a cheap and effective solution to the problem, we at least would be most grateful. We imagine that others may also take an interest, especially in view of the safety aspects of two permanent boarding platforms in a MOB situation.

With kind regards,
Martin Minter-Kemp

-----*

The scoops on some catalac 900/800 series were fitted by cutting away the rear transom. I feel that they could be moulded seperatly and bolted to a strengthened rear transom. (I believe Tim Ashwood-Foster is going to make moulds for CL9.913 C'est Tout this winter)

More Pictures on www.bobcatandcatalac.btinternet.co.uk

It is my opinion they do improve the appearance of the boat, increase the L.O.A. and that they have the added bonus of being ideal bathing platforms with built in steps, they would also be ideal in M.O.B. situations. I am not a lover of add on (B)oarding ladders they either stick out on the side or hang over the stern. How many have you seen being dragged through the water or bent? Let's rephrase that how many have you seen straight? The other problem is how long do you have them, to get back on board after a quick dip short is fine but when the boat is high and dry they need to be much longer. A simple and inexpensive means of getting back on board are folding mast steps, No! not fixed to the mast on the rudder. The steps don't stick out far when folded and are always there, another bonus you don't have to hunt in the locker for the "bent" boarding ladder. Speed increase: We may surf down long waves but we are never going to get on the plane under engine power. The basic Catalac hull shape (ie. we always have a build up of water between the hulls under the cockpit sole under power, this build up tends to drag the stern down and causes drag.) Scoops should help to prevent the stern digging in by giving extra buoyancy and increase the boat speed. I feel that under sail there will be little if any increase. I also feel that once an owner has spent time and money on doing this mod, his judgement on performance may well be biased. I may be wrong if you know better let us know.

Rudders: and turbulence the rudders do cause turbulence but this is minimal. Should you cut holes to use existing stocks the water pressure will balance. ED.

For the ladies



For sale

Hi Peter, Please would you advertise
Aku Aku in the Club news letter. As follows.
9 Mtr. Catalac AKU-AKU (No 7)
recent comprehensive refit. Midships 25hp diesel
(400hrs) driving Sillete Sonic liftable leg.
Full standing headroom throughout. Radar, forward viewing

Hunk of the month

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

We are going to join Toni and Elmo, on Cl. 9.903 "PIPERS DREAM" as they set off on a voyage of discovery with their shakedown cruise.

A BIG HELLO TO YOU ALL.

This is our first write up and we hope we don't bore you.

Elma and I are new to this catamaran scene having sailed mono hulls in the past but not for over 5 years so we don't mind admitting we are on a very steep learning curve.

We finally launched on 6th August at Totnes ready to start our new life. Well! What an eventful time we have enjoyed? Port engine overheating resulting in head being stripped down, *boat's not mine*, replacement of cooling tube that goes through the centre required, all within an hour of setting off, oh well what's two more days out of our time. Off we go again must be ok now?? *Oops* who said that, half way back down the River Dart, alarm sounds on the Starboard engine, shut off quickly continued down to Dartmouth on one engine. On checking found no oil on dipstick. Now not happy bunnies, no very angry ***** hot cross bunnies! (unable to go into details suffice to say engines were checked over By a Qualified marine engineer prior to setting off????).

We eventually set off again having planned our trips as *shakedowns* with all the care and caution this deserves. We arrived in Lyme Regis only to be paddling ankle deep in water along the starboard side not discovered until we beached. Glad we didn't notice while we were at sea. The cause, previous owner fitted a skin fitting only inches from the waterline for the shower drain, the sea entered this filling the shower drain reservoir which in turn overflowed into the bilge of the large locker then into the starboard bilge. Depressed, fed up, panic, what the ***** have we purchased. One day we will look back at all this and will laugh, hysterically. However all in all we have enjoyed our first experiences; ie. good weather, fair tides and the other Catalac owners we have met on the way.

We would like to thank those who have replied to our request for advice on which anchor others use, I think we will look towards the Delta. We have had a new larger bow roller made and fitted so we will store this on the roller secured with a pin we also fitted a plate to prevent the anchor damaging the gel-coat. We also took note of John Greens article on the rudders and have followed suit with new and more substantial bottom boots and hinges, not sure how the steering was prior but it does feel good and positive now. Many other faults, bodge ups, bad work it goes on and on, we seem to spend a lot of time putting jobs right as we go, we might even have most of them done by the time we get round to the East coast for winter and full refit.

Can we further trouble you for tips/advice on the following-

Halyards rattling inside the mast, this drives us crazy anyone got any ideas on how to cure it?

We will be taking the mast down when we refit as we have other work to do.

We have split backstays, please excuse my ignorance, are we able to change to twin stays what is the advantages/disadvantage of either will it make any difference? We will be having a cockpit tent made later and twin stays will improve the shape and size of the tent.

Dear Peter,

It was lovely to meet you and Susan and welcome you aboard our new home. For those of you who are unaware of our new life; Toni and I have sold up and become O.A.T.s (old age travellers). Not forgetting the dog, two cats and the BAGPIPES come too. We intend to sail around the UK, out through the Caledonian Canal, over to Scandinavia, eventually out to the Med.

But before this mega-cruise commences we have a few modifications to carry out to Pipers Dream, our Catalac 900. We intend to over winter in Essex, this will allow us to catch up not just with the jobs but also with our family, who all live in and around this area.

One of the major alterations we have already started to is to the heads. The sink unit seemed to be too big, and consumed a large proportion of the available space. After much discussion, we decided to drastically alter things to our satisfaction. First, out came the sink unit, head and wall lining. A new unit incorporating a smaller corner sink was installed. New lining was attached (accompanied by a great many expletives, some of which I've never heard before); new taps and shower head plumbed in; new duck board made, square corners sanded to stop tootsies hurting and then varnished with waterproof varnish stuff for protection, and then we came to a stop. The new lining looked okay but bare; we needed something to finish it off. Jokingly, I suggested tiling. Toni however took it seriously and proceeded to search for some suitable tiles. There were quite a few criteria that would have to be met, weight of course being the most crucial. One day found us in Focus looking for two small garden chairs for us to use as all our furniture had by this time been found new homes, and I for one was a little fed up sitting on a chair that continually lost its bottom! Imagine my surprise when Toni proudly showed me what he'd found. Tiles.

They were made from plastic and backed by polystyrene, light weight with added insulation, what more could a girl ask for? (How about a chair with a stable bottom?). For only the second time since meeting Toni, I was speechless. I hadn't thought we could ever find tiles for our purpose. After a few moments to decide which colour we wanted, (needless to say I won this one), the tiles complete with the paraphernalia needed to stick them up, were purchased.

I will now hand this narrative over to Toni for the technical data as it was he who stuck the bits with the goo.

Hi every one, for my bit, the tiles were very easy to cut to size and shape using a pair of scissors, when all in place a special grout finishes off the job, Heh! Presto! A proper looking bathroom.

Southampton boat show, oh goody, toy time! Just like Hamleys but for adults!

Among the vast amount of goodies we purchased was a Water Purifier from Rick. Wow! What a difference this has made to the taste, even before we add the Glenfiddich. This has got to be one of the best purchases to date and we can highly recommend it. (And it's easy to install ----- must be, Toni did it all by himself.)

We also purchased the air-flow under mattress system, this is excellent so far no more wet foam mattress, it does raise the bed a little about 2". Costs £170 for the double bed size but as we live on board we felt it well worth it and better than the 'brillow pad' stuff.

We joined Peter, Sue, Rick and Jeremy for our first Association meeting and dinner and had a very enjoyable evening all over too quickly for us as we had to get the ferry back to Hythe Marina, which we nearly missed. We look forward to meeting more members next time

To be continued.....

We no longer have access to the internet therefore do not have an e-mail address. Our contact number if any one would like to make contact is 079905208016.

A big hallo to you Toni & Elmo, we should point out that Cl.9.903 was first sold as "motor away" and finished be the owner to his spec. The boat is sound and needs a little T.L.C. to personalize it. The plastic tiles in the heads do look very good. The water filter was recommended by P.B.O. and on test was the only one that removed all the nasties out of the water. The filter is used by

most major airlines, it is standard equipment on "Sunseeker" and can be purchased from Rick Harvey our treasurer for £120 to £160 depending on what you require.

Please note: Should I be asked on board again I prefer the Glenfiddich undiluted. ED.



The Adventures of 'Squib'

2002/3

(Continued)

by Judy and Paul Thompson

Barmy Bohemians

Squib newsletters are like the number 10 bus, you wait around for hours and 2 come long at once! To have written one last spring would have had you crying in your cornflakes so it didn't seem like a good idea and the reason for the second delay will be revealed later.

The 34 mile crossing to mainland Italy from Elba went without a hitch which was surprising as we literally followed a storm for the whole way. However on arrival at the first port Punta Ala, there was no room at the inn and we were forced to travel south for a further 5 miles and with the change in direction the storm started following us! By now, the moderate seas and swell made the destined harbour too dangerous to enter - we found this to be a common problem along this mostly straight coastline for many miles. The weather cheered up and the sun came out and we continued our journey for another 20 miles arriving at Talamone a walled Tuscan village and berthed for free on the town quay. Unfortunately the bad weather returned and it remained unsettled for a few days more, which didn't bother us unduly as Rome was by now only a train ride away and the town of Talamone was very interesting.

2 days later we woke up to blue sky and sunshine and a flat battery! After a steward's enquiry of mammoth proportions we charged it up.

On channel 68 on the VHF radio throughout Italy a continuous weather report is given in Italian and English at dictation speed, Len and Gill had nicknamed the reader 'Popeye' and the name had stuck. On the 3rd day we listened intently to 'Popeye' and he promised a reasonable day so with this we got underway heading south once more. We soon discovered and not for the first time, that he had underestimated the sea state and we took a pounding with the swell. The forecasted NW wind was not accurate either and remained on the nose for 50 miles. We eventually arrived at the huge port of Civitavecchia feeling decidedly battered.

We were too exhausted to explore so an early night for an early start to Fiumicino.

We'd read quite a bit about navigating the entrance to Fiumicino canal - too much because the message received was it's dodgy at the best of times and sometimes dangerous due to the constant swell and the tidal flow, this concerned me a little. For approximately 10 miles before our destination, we noticed several dead fish floating and at first presumed the trawlers had dumped part of their catch until the situation worsened the nearer we got. Eventually at the entrance we were distracted enough not to notice the difficult entry and before we knew it we were tied up in the marina having a beer. The marina was littered with dead fish too, so much so that a couple of days later the environmental health was forced to carry out a massive clean-up operation. It seems that with the recent storms, the heavy rains had sought the canal as a drain taking with it the general pollution, thus killing the unsuspecting sea water fish and causing this tragic massacre.

With the girls arriving the following day, we had to get organised with beds and bedding, provisions and perhaps more importantly the right bus to catch to Leonardo di Vinci airport. We whizzed around the boat and the shops and also found a couple of English boats in the canal who were au fait with the buses.



Until we saw our daughters the following day with our own eyes, we still couldn't believe they were coming and we would all be together for 2 weeks, we were obviously incredibly excited. There were lots of hugs and greetings at the airport, and then back to Squib for a welcome meal. The next day was spent catching up with the gossip and going to the nearby beach to relax before attempting any sightseeing in

Rome.

Rome wasn't built in a day and you certainly can't see it all in a day! After a short train ride and then metro we arrived at the Colosseum. We learnt that construction was started in 72AD on the site of Emperor Nero's house; it was multi-purpose a bit like a modern day leisure centre except I don't recall seeing any gladiator fights or Christians being slayed in our local one. This time we paid for a guide to animate this immense amphitheatre and we were able to imagine the imperial family in their box witnessing gruesome spectacles such as wild beast shows. We saw the underground cages they were kept in and pictured the place filled with water for battles.

Our entry ticket also entitled us to visit the nearby Palatine Hill, one of the seven hills of Rome, where it's said that Romulus and Remus were suckled by a she-wolf and later Romulus founded Rome; it overlooks the Forum the centre for political rallies, public ceremonies and senate meetings. We let our imaginations go into overdrive as we strolled around both places picturing the ancient Romans togged in their togas.

Time to orientate ourselves on a sightseeing tour around Rome to see what else there was on the menu. On the bus we soon discovered that we would have to stay a long time to see everything of interest, so we whittled it down to the general consensus.

The heat made it impossible to dress in anything but shorts and vest tops, so the next day we equipped ourselves with sarongs and cardigans to cover up in St Peter's. Unfortunately they were even more pedantic than anticipated and our arms and to below the knees had to be covered or entry refused. The upshot was we had to go in twos and Paul didn't go in at all as he said the throw-away trousers on sale for the purpose would spoil his street cred.....! Once inside we were met by an awe-inspiring sight that rooted us to the spot. It is immense and beautiful. The spell was eventually broken by the sound of an English guide explaining about Michaelangelo's Pietà, the marble statue of the Virgin Mary with Jesus dying in her lap, her face portraying intense compassion. We were able to find some more English speaking guides to bring to life the cavernous interior, the chapels, the exquisite, ornate floors and the many famous treasures and artefacts. Later in the square and the heat the almighty columns surrounded us and the cool waters of the fountain beckoned, but we decided it might have been blasphemous for cooling our feet down. We were disappointed to find out that the Sistine Chapel and the Vatican were closed for the day although we did glimpse the guards in their curious uniforms, must have used the same tailor as the one used for the disposable trousers!

We caught a bus to Piazza Venezia and explored the Vittoriano, a monument dedicated to Victor Emmanuel 11 before stumbling upon a virtual reality attraction called The Time Elevator. From the ancient to the modern. We sat in a small studio with surround sound and screen and were presented with the story of Rome. The film started with the birth of Romulus and Remus and spanned the ages to the present day. Along the way we saw, amongst much more, Michaelangelo at work in the Sistine chapel and the rise and fall of the Roman Empire; the seats moved with the motion of the time machine and we had the sound effects. To complete the surrealism we had 'real' wind, 'real' rain and 'real' rats running up our legs! Glad they asked if anyone had a weak heart first! This place was a big hit with all of us.

Zöe had a burning ambition to have her photo taken on the steps used in the film Roman Holiday and Sam wanted to see the statue of Romulus and Remus with the wolf, so as the steps were nearby, Zöe bought the necessary ice cream (for €5 - don't think she was the first with this idea!) and the photo was snapped. Sadly the museum housing the statue was closed on arrival, but there was a replica outside so out with the camera again and another one for the album.

We wandered across the river Tiber (well via the bridge anyway!) into the enchanting medieval Trastevere area and found a small friendly family run bar for a much needed refreshment before finding a restaurant for an evening meal. Every restaurant had been very busy with long queues, then after our meal we got lost and as a consequence missed the last train back. In the railway station we were just deciding whether find a hotel or bed ourselves down on the station benches, when Sam came back from a wander to tell us she had negotiated a good price for a taxi to take us back home.

The following day we decided we'd done enough sight seeing and after chilling out (metaphorically of course) went to see what was on offer locally. It was the end of a week long festa to celebrate the Assumption of the Virgin Mary and a procession was planned for the evening. A trip to the beach and a swim was the popular choice first and later we checked out the market stalls along the canal selling local wares and produce. The atmosphere was buzzing as more and more people gathered and then the procession began followed by a spectacular firework display - another lovely day.

Much as we would have liked to go back into Rome to explore further, the heat was draining all of us and we wanted to go somewhere to anchor and just swim, so the next day we set off for the port of Anzio 27 miles south. Just before we arrived we noticed in a small port encircled with a breakwater in ruins. On checking our pilot book we discovered it was once Emperor Nero's port and very shallow with a lot of the ruins just below the surface. With Emma and I on the bow checking the depth as we drifted slowly in, we found a beautiful spot to anchor and dived in for a swim, luckily *Squib* doesn't draw much as we also found that the water only came up to our waists!

Both engines so far had behaved themselves quite well, but the following day as we approached the canal at Terracina the port engine died just as we were negotiating a spot in a basin.

This made steering difficult with the wind and the current. We were moved on and told it was - by now familiar - 'completo' (full). Into the canal again and a similar story in the opposite basin so we finished up in the canal itself wedged between the trawlers. The harbour police pounced on us immediately, to find out what happened next we will have to wait for next months newsletter. ED.