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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.

December 2005

*Dear Fellow Members, How the time flies even in winter.
The committee and I*

Wish you a Merry Christmas and a prosperous New Year.

When you receive your 2006 diaries don't forget, if you still have room for a wee dram and light lunch we are planning 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 28th of January
at the Alverbank Hotel, Stokes Bay Rd. Gosport Hampshire.

We look forward to seeing you. Full details to appear in January's newsletter.

We will also be having a further 'Meat & Eat' at different venue in late February.

Our first bank holiday rally will be held at Bembridge I.o.W.

Our first cruise of the season is either to Falmouth or Fowey,
the venue to be discussed at the next 'Meet and Eat'.

Second Bank holiday rally to be in Poole with hopefully similar format to last year.

Let's all hope the weather is more favourable.

It's that time again when **subscriptions** are due and we would like to receive the subs by the end of January please, so we can budget for the coming year.

So please can we ask you to check your payments, whether by Standing order / Direct debit / or Cheque.

The correct amount is **£25** for Postal delivery and **£20** by Email. If you want to receive a newsletter for the coming 12 months, then please let us have the correct amount **now**.

We are also asking for any change of address. Or, if you have sold your boat, please let us have the new owners name and address so they too can share their experiences with us. Talking about experiences:-

The winter months are also a good time for you to get your fingers out onto the keys or put pen to paper and send us your stories or mods, queries etc. The newsletter is only as good as the info you give us and your efforts are much appreciated by all.

Questions members have asked recently are.

(1)___**Can we create** a consortium to buy spares and marine equipment at discounted rates?

I am pleased to confirm that we have managed, through one of our members, to agree a deal and can offer thirty per cent discount on most popular products.

If any member is interested in the above. Please let us know and we will pass on your details.

(2)___**Can we organise** a "Cruise to the West Country " or have a "Meet & Eat" in the West Country?. The reply from Colin Hastings based in St Mawes/Falmouth ie.' **An invasion from up the channel would be a good excuse to organize something! Let's pursue it'**. Another member, Roy & Carol Wright owners of Cl.8.108 Chateau Cat based in Mylor, also wish to attend.

That is a seven boat invasion so far. Is anyone else interested - weather permitting? I would be pleased to hear. ED.

>>>> E.mail from member across the pond <<<<<

Peter, I'm sorry the Boardmans have sold Catmandu. Their adventures were wonderful to read about if not to experience. They made some of my misadventures created by my own foibles seem a bit more human. In fact, today, I know I have worked on Fresh Aire's outboard: two scraped knuckles and one scraped arm. I wish them well. He is a wonderful writer. I do hope they have not "given up" sailing.

David Curtiss
8 Meter 102
Atascadero, California, USA.

I agree with you David we all do silly things and the Boardmans do have a wonderful gift of being able to put pen to paper. I think all owners should have a basic knowledge both mechanical and practical as there are times when things fail, out at sea you or crew are the only people available. Two scraped knuckles a small price to pay for the knowledge gained and I hope you don't make the same mistake next time. ED.

>>>> E.mail from NON member across the pond <<<<<

Hi Peter,

We have heard that 12M hull #20, now known as "Once Upon A Time", was for sale. However, I am unable to reach the owner and I wondered if you have heard whether or not she is still on the market.

Also, do you know the name and address of the folks who bought "Turning Point". I last saw them heading for Grenada and heard the boat might be for sale. If not, do you have the name and address of the original owner of "Turning Point"?

Any help you can give would be most welcome, thank you,
Janet Metcalf

Sorry for the delay.

From your e.mail I assume the damage caused by hurricane Wilma means Cl.12.12 "Catvoire" is beyond repair.

If the Catalac owners are paid up members of the B.C.C.A. both we and the owners have all their up to date details. However many like you are not, and as such their and our information is at best sketchy. The cost of membership is £20.00 per annum. to receive 12 monthly newsletters. We also help with Catalac spares, technical info etc.

"Once Upon A Time" is no longer a member, the owner earlier this year was

John Mc Cammond, 7874 E Pinnacle Vista, Scottsdale AZ 85255 USA.

"Turning Point" Last address is J. & B. Kearney PO box 302 Wicomico, Virginia 23184 USA.

Good Luck Peter G.

>>>> E.mail from another member with Hurricane problems <<<<<

Dear Peter,

Stewart and I are owners of 12M Catalac 'CAYMANIFIQUE', sail #12/25.

Is there some way I can download and print the Owners' Register? All our registers were washed away in Hurricane IVAN when the sea swept through our home.

We thoroughly enjoy reading the newsletter and sharing the adventures of our fellow owners.

Keep up the good work!

Best wishes,

Isobel Taylor
GRAND CAYMAN
Cayman Islands

Nice to hear from you! We hope your home is now back to normal and CAYMANIFIQUE is all ok. You have always requested your newsletters be sent by post to Grand Cayman. I am sorry to say the register cannot be downloaded as the file is too big. However, if you could add £10.00 (to cover postage) to your 2006 subscription I would be happy to pop an updated register in the post for you.

Peter G.....

>>>> E.mail from Germany <<<<<

Dear Peter,

I sold my Catalac "Odd Fellow" 9.225 and cancelled the membership to the end of 2005.

Thank you and best regards

Jürgen Steffen
Kritenburg 36
D 22391 Hamburg

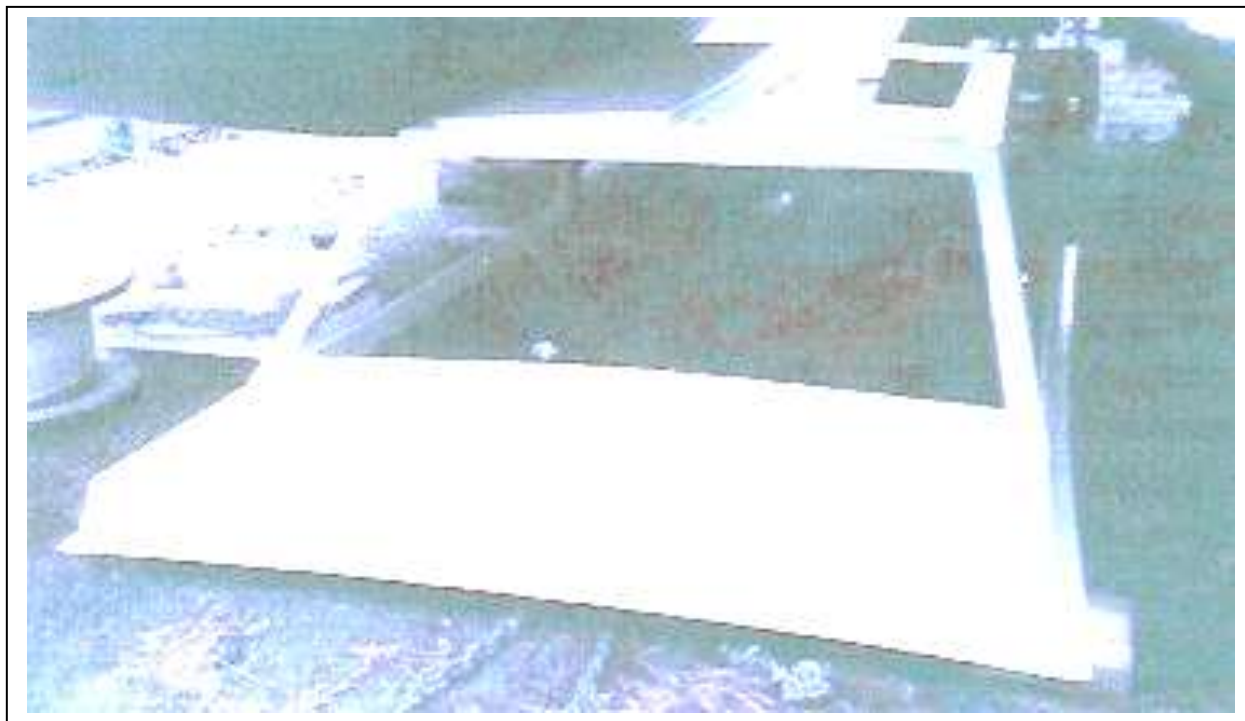
Thank you for your many years of support. We are sorry to lose you and wish you well.

Can you please inform us of the name and address of the new owner of "Odd Fellow" to help us keep the records up to date.

*Best Regards
Peter Gimson.*

Mark Blaydes owner of CL.9.216 also complained to PBO. We thanked him in last months newsletter. Mark's boat is featured in P.B.O. this month. The article 'marina manoeuvres' is a subject close to our hearts and something all multihull and B,C,C,A, members know too well. We all look proficient when out at sea but close quarter parking does cause far more friction between master and mate. Rest assured should things go wrong you can bet you will have an audience. We cat owners are lucky that our boats decks are not high from the water an added problem of many motorboats and mono's. The chandlers and many owners lockers have a variety of gadgets to help the owner to pick up a cleat or bouy and they all work well in the chandlers but in practice are only as good as the mate's ability. Having got the boat hook round the cleat or through the loop with one hand it ain't easy using the other hand to thread a line through the loop. The hook often gets in the way of the warp. The only answer is forward planning and make sure the mate is aware of your intentions and what you hope they will do. Should things go wrong have plan B in mind and make sure mate is fully briefed before hand. Shouting instructions back and forth will do you no credit. I was talking to a boat owner who earlier this year related the start of his holiday. It being the first evening they donned their Sunday best and decided to visit the local yacht club for an evening meal. He was "parking" the boat at the club when his good lady with warp in hand jumped off the foredeck missed the pontoon and ended in the drink. Being the perfect gentleman, he jumped on the pontoon and bodily lifted submerged wench out of the water and onto the pontoon. Luckily no injury and only her pride dampened. With his stock of many brownie points, he then remembered his boat left with both engines running in reverse—luckily it had decided to park perfectly in nearby berth. ED.

FOR SALE



Is anyone contemplating replacing the wheelhouse on the 9m Catalac? If yes I can assist them to make a good job of the replacement. I have a new wheelhouse, see photo, and also a set of Plexiglas windows cut to size ready for fixing.

If interested please give me a ring.

Bernard Warden

xbwb@bwarden.freeseve.co.uk

) 01296.662505

BOAT FOR SALE

“BEYOND CONVENTION” 9 METRE. No.136 .

Beyond Convention has been lovingly and meticulously maintained by one owner for twenty four years. She lies in a marina near Motpelier South of France.



HULL strengthened for cruising with 3 layers glass fibre (external) in Isophthalic resin and encased in epoxy (Professionally completed 1996)

SAILS Genny. Facnor Roller Reefing. New Sail. Second lightweight Genny. Main. Facnor Roller in mast reefing. New Sail. New, unused storm sail

ANCHORS S.L. Delta (new) 30m chain plus multiplait Meon, plus chain and multiplait. Numerous warps.

WINDLASS Electric. S.L. Anchorman 700 with foredeck and cockpit controls.

ENGINES 2x10hp Yanmar 1GM10 (1991)-600 Hrs.each. PSS shaftseals. New propellers. Hourmeters. Separators, filters etc. SS Rudders (replaced 2004).

INSTRUMENTS GPS Garmin 128 (1998) Garmin 100 (as spare) VHF Quaser 56ch. Micro 90 Handheld {r999} RDF Homer Heron + speakers (antique !) Lokata 5b. Depth Seafarer 5 Autohelm 3000 Wind Instruments Speed; Direction; Close Hauled. Log. NASA Target Stowe electric trail. EPIRB Jotron 1E Mk.2 (1999) Communications Receiver Trio 1000...Radar Reflector (Firdell) Davis Sextant. Numerous charts, pilots.

BILGE PUMPS Manual and electric automatic.

TOILET Baby Blake

FITTINGS Gas hot water heater and shower (plus spare)

GALLEY Full cooker. Microwave. Fridges –1.Gas+220v 2.Chest Electrolux Crockery, Saucepans etc. Gas+220v

TANKS 2xSS Water (25 gllns each) 2xSS Fuel (9 gllns each- 300 miles) Jerrycans etc.

FENDERS Full set (8) plus “odds”; Stern corners; Rubbing strake replaced. **SAFETY** Liferaft (6man) in fiberglass canister. Various lifejackets. Fire ext.etc.

BOAT Wired” 12v+240v .with full instrument panels. Sat. TV with dish & Decoder. Electric BBQ; AC/DC inverter. Strobe light. Batteries. Many spares and “extras” including comprehensive toolkit.

DINGHY Bombard AX3 plus Tohatsu 3.5HP outboard (2004). Swimming ladder.

Offers in the region of £26,000.00

Contact Jane King +44 (0) 1733 252512 JK@ettonhorseshoes.fsnet.co.uk

Welcome to more new members.

Dear Mr Gimson,

Having recently bought number 8.metre no 212

I wonder if the Association is still functioning? If so can you send me details, please.

Malcolm Craven

e.mail portloe37@freeserve.co.uk

Hi Malcolm I am pleased to say there is still an association Details on the way to you.

Cl. 8.212 was called **Swallowtail** and we heard she was berthed in La Roche-Bernard can you please confirm if these details are still correct?

Peter Gimson.

Barbara & Terry Dill

3845 Twig Ave. Sebastopol, CA Cont Zip95472

e.mail quest1ng@aol.com

Boat name: **Goody Two Shoes**

If any member knows the sail No. of Goody Two Shoes please let us know.

As the boats get older both the sails and the electrical switch panel are often replaced and the sail No. is lost.

Robert & Ashlyn Blake

Seacliff, Belgrave Rd.

Ventnor, I.O.W. PO38 1JD

e.mail: megabob627@aol.com

Mob.07971 368405

Cl.10.16 Channel Clipper.

We welcome you all and hope to meet up with you at one of our functions.

Where do the boat names come from? Some are more obvious than others, names like Drifting and Dreaming tells it's own story, Wooly Knickers another, and Costa Fortune says it all. Channel Clipper, what a lovely name for the ten meter Catalac. The original owner manufactured clips to attach road signs to upright poles. In the trade they are called 'channels' hence the name Channel Clipper.

Two meanings in one.

Is it Worth Laying a Second Anchor ?

So much has been said about Anchoring that it's probably not worth saying too much but I know a few people who have thought that their boat was fairly safely anchored on the sea bed and then found that they dragged. So why go to all the trouble of laying a second Anchor. Well why did she drag ? Possibly because of increase in wave size and movement lifting the boat pulling at the rope, chain or rode and lifting the anchor shank, causing the anchor to break out and possibly because the tide has turned, the boat has swung pulling the Anchor sideways and making her break out from the seabed .

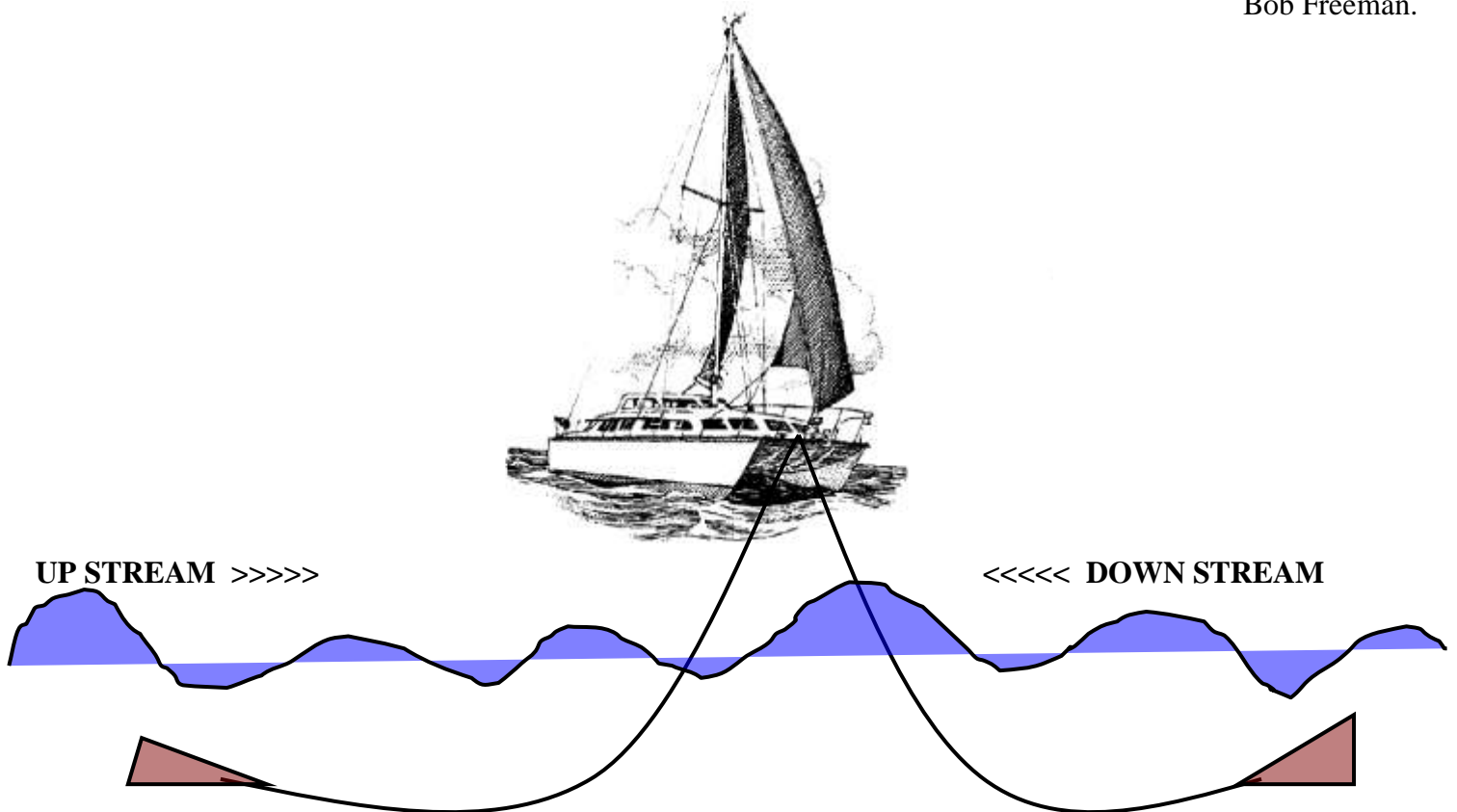
- 1: It should make the boat more secure if staying for any length of time.
- 2: It will reduce the turning circle the boat can swing.
- 3: For piece of mind.

By using 2 anchors they should not need resetting on the turn of the tide also they should not move or pull out with boat movement, because the boat should be held between the 2 anchors and only swing around her own length.

How to lay the second anchor ? there are 2 or 3 variations, firstly if you have a lightweight anchor and rope you may want to launch it downstream using your dinghy. Second you may want to launch it from the stern of the boat and thirdly dropping back far enough to launch it from the bows, in either case you need to be careful not to get anything fouled up. Then you need to set the anchor using your engine(s) or winch or windless, when this has been done you need to set both anchors to the same scope or length so that your pivot point is about central. The chains, rope or rode coming on board need to be kept as clear as possible as they may possibly become twisted.

There are variations to this, and one that I have tried is on my main anchor i have a swivel at 5 metres continuing in rope my second anchor chain has an easy fitting shackle, (you could try a clip type shackle) this can then be shackled to the bottom of the swivel and the extra line removed until you are ready to move.

Bob Freeman.



Well it's time to write a Christmas message about the events of the past year! I think one of the main things is that as we get older it is more difficult to remember things that we have done or want to do. Perhaps the need to write things down to help us along the way.

Sailing has again dominated a lot in the past year. I had to study to pass my CEVNI, the exam to obtain a Licence to enable me take my boat in the French Canals. We prepared the boat and made all the arrangements for being away from home for about three months. The early part of the year passed so quickly and we wanted to be away in May. I was unable to get my laptop talking to my mobile phone and in the end borrowed no.1 son's laptop. Windows XP. Being blamed by the mobile phone company and windows XP. Blaming the phone company!! Passing the buck. We left Christchurch at the end of May and headed for the Isle of Wight, Brighton and then Rye before crossing the Channel to Calais.

First job in Calais to have the mast lowered and make everything secure and ship shape. Here we met up with another catamaran "Wind Shadow" who joined us on the first part of our journey. This took us along the Canal de Calais to Watton a lovely little village with free mooring pontoons and free water, electric (not like in the U.K.) Wind Shadow left us and we met up with "Pasterelle" she stayed with us for several days as we moved down the Grand Gabarit to Arques and through the large lock at Fontinettes we then found another lovely mooring at La Basse. Unfortunately on our return trip the pontoon had been vandalised and was removed for safety. The next stop was Doual and here again we were able to find a little river siding called Couchelettes again with free mooring and facilities. We had beautiful riverside walks and the pretty village had a good selection of shops allowing us to obtain fresh baguettes every day. The main problem we encountered on our trip was trying to obtain fresh milk which was few and far between.

We now moved onto a quieter area of the canal with a good sailing area called The Bassin Romb with lots of activities to keep children amused.

Moving on now down the canal St Quentin to Cambrai which is a very busy town. It was here that "Pasteralle" took her leave to move on at a faster pace, we were joined by "Sloop John B." crewed by father and son, off on an adventure of a lifetime.

Moving back into the countryside to enjoy the quiet rural life of the French waterways, we now had to negotiate the Grand Souterrain the Riqueval Tunnel which is 6km. long. You get towed through by an electric tug, this can be quite an event and even a little scary. We spent the night at the other end as the next short tunnel was undergoing some emergency repairs. It was only a short distance to the town of St Quentin, we found this to be rather dusty and dirty so only stayed the night before moving on to St Simon and the start of the Canal de la Somme. Sloop John B found that she was touching the bottom of the canal here so had to stay in the main channel we stayed with her and moved down to Tegnier and the main junction of the Oise and the Aisne. It was decision time for us as we were hoping to get down the Somme to St Vallery but unfortunately the floods had carried a lot of mud into the locks and they were going to be out of action for a year or more. As we didn't want to do Paris and the Seine we decided to turn round and venture slowly back the way we had come. We found lots of lovely places that we had passed by and also for the first time we were travelling on our own. (not that we minded it was just the way things had worked out) We now had to work our way back to Calais through the dreaded tunnel and the Fontinettes lock but all went well and all in all we enjoyed our little adventure. I think we prefer the sea if it's not too rough, and it was nice to get the mast back up and start thinking about tides, weather forecasts etc. After Calais we visited Bologne and its giant aquarium, then back across the channel to Eastbourne and in time to visit Aunty Gertie on her birthday. We are now back in Christchurch and back to our local haunts and wondering, (at least I am) what shall we do next year?.

Well that is about all for this year we wish every one a very merry Christmas and a prosperous New Year.

