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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.

March 2005

Hullo all fellow B.C.C.A. members

With Easter being the traditional time for getting boats back in the water remember that it is early this year (27th. March) but it gives you a whole month to prepare for the first rally on the **May Bank holiday** weekend to be held at **Bembridge I.O.W.** you will be pleased to hear that your committee has been working hard to continue the success of the two Meet and Eat winter meetings with organizing rallies for the sailing season, starting with a rally at **Bembridge over the May Bank Holiday 28th. April to 2nd. May** followed by another in **Poole over the Spring Bank Holiday 28th. May, to 30th. May**, with the next in **Newport I.O.W.** centered around a BBQ and later in the season one for those with children or sailing grand children details of which will be in the coming news letters.

Jeremy Bretherton.

Last month's "Meet and Eat at 'The Alverbank Hotel' at Stokes Bay Rd. was attended by the owners of boats.

CI.8.01 SINGING WIND.....CI.8.07 SEA SPIRITS.....CI.8.50 SANDRAY..... CI.8.63 HAPTIC DUO
CI. 8.115 MINOU CHAUDCI.8.123 JAZZCAT.....CI.8.184 ALLEZ CAT.....CI.8.163 DUPLICAT
CI.8.220 ME - AND - ER..... CI 9.220 ARD-NA-GREINE
CI.9.903 PIPERS DREAM..... ..CI.9.906 MADELEINE OF NETLEYCI.9.918 PETIT FLEUR

The Bembridge rally.

We have been fortunate to book the sailing club for a meal raffle etc. on the Saturday night. Any member wishing to attend the meal at the sailing club must inform us as to the number in their party. The sailing club can only cater for 26 and spaces can only be reserved on a first come first served basis.

Please e.mail Peter Gimson or Jeremy Bretheron,
or alternatively text me on +44(0)7971 808 777
Thank you ED.

BEMBRIDGE TIDES

30/04/05 HW. 04.04 and 16.56

01/05/05 HW. 05.10 and 18.48

02/05/05/ HW. 06.45 and 19.52

Entrance from +3 to -3 of HW.

Beach charges this year are £10.00 per night inc. VAT.

Duver pontoons are £2.00 per metre inc. VAT.

**Well done, dare we say to fellow multihull sailor Ellen MacArthur,
who sailed single handed round the world in less than 72 days.**

We knew she would do it didn't we.

It is a wonderful achievement and the reception she received was duly deserved when she arrived back in Falmouth, with messages of congratulations from across the globe for this truly remarkable lady.

Well done Ellen.

Let us not forget the vision of the Kingfisher group with B&Q. for being the first company to sponsor Ellen from the start with their yacht "Kingfisher" and again with their multihull "B&Q" to help her gain this new world record.

Please see copy of letter of congratulations from B.C.C.A. member received by the B&Q customer services department.

> Dear Sir/Madam

>

> My congratulations to you on getting a yacht to leave the UK on 28th
> November 2004, sail 27,354 miles around the world and arrive back 72
> days later.

>

> Could you please let me know when the kitchen I ordered 96 days ago
> will be arriving from your warehouse 13 miles away?

>

>

> Yours sincerely

>

WELCOME TO NEW OWNERS

Stuart and Sarah INGLIS Cl.8.103 "Leisure Cat"

Garden Cottage 1A Grosvenor Road, Swanage, DORSET BH19 2DB.

Summerbreeze01@orange.net

Sea extract from their e.mail

I have just purchased Catalac 8M no 193 "Leisure Cat" and I am currently in the process of re-furbishing her. I would appreciate you forwarding membership details of the BCCA and if possible, any articles that have appeared in previous newsletters relating to improvements that can be made. Many thanks for your help. I look forward to hearing from you

Stuart Inglis

Details for membership on their way to you. We will in the near future be offering a cd with owners mods. For anyone wishing to purchase one. The cd will cover headlining, windows, rubbing streak and remedial work done over the past two years, plus other useful information. ED.

GOODS FORSALE IN THE MARKET PLACE

1. PAIR OF MAGANESE BRONZE, ONE INCH O.D. $\frac{3}{4}$ I.D. ADMIRALTY WATER FILTERS IN LINE, FINE MESH.....PRICE: £15.00 each.
2. ONE HUNDRED FEET OF NEW 5/16 CHAIN COUPLED TO ONE HUNDRED FEET OF 15mm NEW TWIST ROPE (NYLON).PRICE: £100.00

CONTACT JOHN GREEN Tel: 023 9246 2502.

FURLING GENOA: Foot: 32'8" Luff: 13'2" aprox
White used one full season, as new still crisp. £295. ono

HONDA 2 OUTBOARD. Four stroke short shaft, ex condition, genuine reason for sale, we have bought a new large dinghy and this outboard is now too small. Still under Manufactures warranty. £250. ono

TWO ALUMINIUM FOLDING BIKES. In bags, light weight they fold very small ex condition little used. £125 each or £240 for the pair. ovno. Genuine reason for sale.

DIGITAL CAMERA KODAK DC 250 ZOOM complete with discs, cables etc for connection to computer and TV. Picture manipulation programme, picture cards to store 100s of pictures, perfect condition. Cost over £500. £200. ovno

Contact: Toni 07990 528016 Essex.

Reports from Yachts caught up in the Tsunami

... Not all those who wander are lost (JRR Tolkien)

Thailand

Special Report: ARAGORN weathers the tsunami with no loss of crew or gear. All on rally well. Also track goings on at Rally website, www.yachtrallies.co.uk

The tragedy of 26 Dec is enormous. We were anchored off Phi Phi Don, an island severely harmed by the tsunami. Only 3/4 mile away from us, the waves decended upon thousands of Thais and tourists in shops, restaurants, on the lanes and beaches, or in their boats. People were wounded or killed by debris of shops crushed like matchsticks, and then pushed and pulled to the sea by waves. You have seen the pictures on TV, and they are all real, I can assure you. We did not have the heart to take any photos of the destruction. Below is an unpolished account of what ARAGORN and some others went through, as emailed to some of our readers.

God definitely was looking after us that day and night. We feel that we would like to have done more, but we did a lot, and the Thais are well organized here. The local turnout of volunteers is such that they are turning people away, and the blood bank is full. Clearly the situation is worse in Sri Lanka and other places without the infrastructure that Thailand has on Phuket.



This photo, shot at the same time and to the right of the last shows how high the wave gets. It is so steep that the wave is actually breaking a bit down its backside too! The red boat is WIND DANCER, a New Zealand boat owned by the doctor with whom Sloane worked overnight onshore.

This closeup shows the family trying to get their anchor up in the speeding water. NO LIFE JACKETS!!! What if the young girl had fallen in? Second scary item: if you look closely behind their mast, you see the mast of the non-rally monohull in Lou's second photo leaning over ... but the hull is on the other side of the wave!



Farther to the right is the low-lying spit of land where most of the people of Phi Phi Don Island had their tourist shops and markets. You can clearly see the wave is higher than the spit of land, as only first-story roofs are visible behind the wave. The motorboat in the foreground was able to escape,

although I do not know where he came from. Again the wave is standing up so steeply, it is breaking on its backside .

Below is the email I sent out:

Most of you know about the tsunami that hit the Indian Ocean countries. We successfully weathered the wave. We were blessed, as were most of the rally boats.

This is an unpolished report, but you may want to know.

Many of us were in a small cove, with about 12 boats on the N side of Phi Phi Don Island. We and about 37 other rally people had spent Christmas having a mid-day dinner at a beach restaurant on the island. The bay on the south side is separated from us by a low sand link between two higher parts of the island. That sandy spit, about 250 yards wide, by 3/4 mile long, and 12 feet above sea level at high tide, was filled with dive shops, small restaurants, Thai massage parlors, and tee-shirt shops, plus local markets

and food stalls. Working on and off the beach on the south bay, there were about 50 to 100 longtail boats to take tourists out, along with 20 or so speedboats, ferries which had arrived with hundreds, and some fishermen.

The wave sucked the water out of much of our cove, then filled it up again. At the same time, the wave was pouring over the sand spit. It did this at least three major times. The water in our small, circular bay was spinning, making boats look like a Disneyland ride.

Our events: We saw the reef/beach that covers the S half of our bay uncover, despite being almost a peak, spring high tide of 8.5 ft. The water rushing out made a giant spinning pool, anti-clockwise, clear on the edges and brown in the center. Boat just inside us were being pulled around in this circle.

Tahlequah, St. Barbera and one or two non-rally boats broke their anchor chains, and spun loose. Briet and Regardless got anchors up, Paroo slipped her cable. For some reason, Nademia's anchor, chain and everything else held and she stayed where she was despite the speeding, spiraling currents.

At the same time we were being pulled hard backward toward the sea, so I started the engine and ran it in forward. I had all hands (Leslie, Sloane, Tom and Catherine) don the large life jackets and Leslie and Tom tried to get the anchor up. The boat turned 180 degrees around our chain at least once as the wave began to flood the bay. The anchor hung up once on a coral head, but we freed it based on our Tuamotu experiences of freeing chains. The anchor finally came up, and we exited as fast as we could. I think the

wave was on an ebb about then, but it is hard to tell in the crazy-quilt of the moments.

Tahlequah was manned only by Michael (the 21 yr. old grandson), Ed and Helen being ashore (see below). He finally started a reluctant engine and powered out soon after us. About a quarter mile out, he wrapped a warp around the prop, but was clear of immediate danger. All the other rally boats except Nademia and St. Barbara (unmanned, see below) were underway, but because Paroo wanted to buoy, and then slip her cable, she waited too long, and bounced off some bommies. Paroo was the boat which had anchored in 12 meters of water, but as the water went down she bottomed. Briet got off with her anchor, but measured 12 kts on the speedo, a feat for a 35 footer. By this time the (second? third?) wave crest had refilled the bay and was crashing on the shores around the boats, and the center of the bay was a cauldron, with the swirling and standing waves jumping all over.

Outside, we picked up a couple in a double kayak who had been in a little cove. They were unhurt, but scared. They said they had seen another kayak deeper in their cove, but we never saw it ...perhaps it made it to safety in the other direction ... we pray.

After most boats were out, John off Regardless went in with his dink to try to help, an action I thought too risky as there were standing waves by then. He did help Paroo, but was unable to get Nademia. Single-handedly getting the anchor up without being at the engine controls too would have been a feat.

Boats which were free got a mile or two off the island and milled about. There were two local longtails, some speedboats, and a few other yachties. We kept up communications on VHF 72. Once things quieted a bit Tom and I left ARAGORN under Leslie's command and dinked into St. Barbara, who was still circling the bay (don't think she hit! a miracle). We got her engine started

immediately (always leave your key in the ignition), and steered her out safely. At this point Mike needed to free the warp around Tahlequah's prop, and announced he was diving over the side ... I immediately said that he should not do that without a second person aboard and sent Tom over in our dink. When he did finally go down, Mike did not stop the engine, and it slipped into gear during his second dive, badly cutting and, we thought, breaking his wrist. Tom got him aboard. Duco from Briet wanted to help, so we sent him to Tahlequah to steer, along with Cathrine from Aragorn. Jessica, a nurse, from Gaultine III came to help Mike too.

About this time, we heard Ed calling for his oxygen tank, as Helen had injected water, and that he was coming out on a wooden barkentine (sp?). We got his medical stuff from Tahlequah and sent it in toward the island with John from Regardless, after he affirmed that he thought he could make it safely. Unbeknown to us, Ed was coming off the south beach of the island and John was going the wrong way. We finally got that straightened out, and John went out to the barkentine. His wife, a nurse too, went along and gave both Ed and Helen pain shots. About then, we demanded that Mike go on the

barkentine, which was headed to Phuket to get to medical treatment. Jessie went with Mike and stayed on the barkentine to nurse Helen and him; Tom returned to Tahlequah; Duco returned to Briet; Dick stayed on St. B. About two hours later, Nademia called. Alistair and Carolyn had been snorkeling with Peter of St. B, and Jim and Lolly off Condor, temporarily on St. B. for Christmas. When they returned to Nademia, we got the St. B crew off by dink, and Dick and Tom retired to Tahlequah, Catherine returning to Aragorn, after commanding Tahlequah for a while. Tom dove on Tahlequah's prop and cut the remaining pieces of warp off (with the engine off).

The snorkeler's amazing story: The five were in a longtail boat from Phi Phi Don, to Phi Phi Li to a small cove with a beach at the end (perhaps the one where the movie "The Beach" was filmed). They were in the water when the tsunami hit, and were pushed up the beach, and were able to stay up as

the water receded. They scrambled up as high as they could before the next wave, but when it came they managed to climb higher up, to safety. Although their longtail was pulled under, their driver's brother was outside the same bay, picked him and them up in another boat after about an hour. The drivers also rescued much personal stuff, including Carolyn's new, expensive digital camera in an almost-dry plastic pouch.

I think it was a miracle that they survived. We thought they may have been snorkeling, but did not give them much hope if they were not in a boat offshore.

Moving on to a serious sailing note with yet another inquiry about rigging.

Peter, It's David again from the West Coast, that's the Pacific Coast to anyone who might get it confused. I have a 8 meter Catalac, 8.102 "FRESH AIRE" 1980.

One of the readers had a question about rigging and how tight to strap down the rigging.

I hope you print any answers that come up. I read a couple of articles and played with my rigging, and the boat did quite a bit better. Yet, I really don't know how tight to tighten the stays, especially.

Again, if help for your other reader comes in, I'd be interested.

David Curtiss.

I have spoken to several owners and riggers over the years and the feeling with regard to how tight/slack changes with the tide. You are boat owners and I think Toni of "Pipers Dream" had it right with his excellent article last month about his new engines-----ie *Our only hassle being the props, now this really did get me frustrated lots of advice! Guidance! Yer right, all great 'experts' with their computer programmes etc etc. Manufacturer cons! Oh I think you need xxx size, no one with a definite answer. So if I pay your £500 and they do not work you will take them back and supply others as you obviously do not know exactly what to supply. Er, well no you will have to buy some more. Oh whoopee*

another £500. You could have the new ones re-pitched, but this will invalidate your guarantee. Yet again the boat owner is taken for a ride its funny how we loose loose loose.

I am not a rigger:

For what it's worth these are my views only, I have seen many Catalacs and cruising multihulls both new and used. Boat size for boat size the multihull mast is thicker than a mono hull and shorter, the stays are thicker in diameter. the sail area size for size is less than a mono. All this is obvious by using ones own eyes. The reason for the shorter mast and smaller sail area is not to stop them doing side flips or cartwheels in a blow. The reason are twofold, the multihull is lighter and the multi does not heel, it therefore does not spill the wind as a mono, we are making better use of the available sail area. The stays and mast have to be stronger because of this lack of heeling.

To set the rig despite many members, modern idea's the mast of a Catalac should be straight and not bowed aft. The bulkhead, mast support and all the loads on the Catalac are designed for the mast to be straight any bow aft will put undue pressure on the bulkhead and coach roof and will cause the bulkhead to twist.

The bulkhead itself is reasonable strong even though we cut doors and windows out of it. That part duly dealt with.

Before erecting the twig the boat should be level, when afloat it may lean fore/aft or port/starboard. Trim as best you can, having done this you are ready. We are fortunate with our boats because both the loads on the rigging points at deck and coach roof are well spread and supported. The cap shrouds set the mast vertically and are mounted on the coach roof in a good position with the pull vertically above the main bulkhead through the coachroof.

The fore stay is secured by the bow and takes most of the strain from the genoa this is well mounted on the Catalac and secure this should be tight, but will bow when under full genoa in a F4. The inner (or Baby) stay should just take the strain and not be over tightened, this stay on the Catalac is more of a safety stay ie. (belt & braces) it could prevent the mast falling should the main forestay fail. It also adds support to the fore deck. Many owners have this too tight, this can be seen by lifting or cracking about the fore deck.

The back stays are the longest stays on our boats as such they will stretch more in proportion than the smaller ones, they are set well apart and the load almost vertical these must be tight and they act against the main fore stay. On most Catalacs I think these back stays are far too loose.

The two inner shrouds behind the caps when adjusted correctly will bow on the lee side when sailing into the wind into a F4/5 when I say bow I mean about 3to4 inches from their centre.

If the back stays and the inner stays are loose. The loads applied when a multihull tops a wave beam on and slams down into the next one is enormous, the load caused by the inertia of the mast moving from tight through slack to tight is far far worse than having the stays overtight. To put this into perspective the load changes from shear to impact/snatch. Example a piece of wood that will support your weight when standing on it will need to be 2/3 times thicker were you to jump on it. Just imagine all that weight at the top of your mast moving from side to side as you top a wave beam on!!!!

This is only my humble opinion your own experiences would be helpful. ED.

E mail from the skipper and crew of AKU-AKU CL 9.07

Thanks for E-Mail, understand the confidence, thanks for the enlightenment. Personally I found John Lack helpful with matters to do with the stick and wires. Chain plates are of paramount importance if the stick it to remain properly stepped. The most common error is made by those who insist on taking up slack if the lee shroud sags. Eventually the mast depresses the coachroof or drives the kingpost through the hog! Common thing with the Heavenly twins.

A cheque will be on its way when the Skipper gets a Round Tuit. A friend of mine did actually have one on his office wall! Best regards Dave Michele & Salty dog.

*Being of sound mind and body, the question I have to ask is why it was on his office wall!!!!
The only cheques I have seen stuck on office walls are not worth the paper they are written on.
ED.*

PS. It's just arrived, the skipper must have got round tuit---will let you know if I need to stick it on the wall!!!

Many Thanks. Peter G....

BOB'S Comments

Setting Mast and Rigging

- 1 : For the best results the boat should be checked that it is trimmed level and square.
- 2 : If it is possible at the time, Shrouds and Stays (Pairs) should be checked that they are of equal length.
- 3 : Open all Bottle Screws to Equal amount of threads both ends.
- 4 : Hand tighten bottlescrews, pairs require equal turns.
- 5 : Get close to the bottom of the mast sail track, and look up see if track is running straight. Loosen the Tabernacle/Mast Bolt.
- 6 : Now set up the Main Halyard as a Plum Bob. Depending on the present position of the mast this may be forward or aft of the tabernacle ?
- 7 : Check the position of the mast, is it forward, backward and /or sideways?
- 8 : Keeping a check of settings, make adjustments of an equal nature to achieve your required position, possibly vertical or up to 5 degree's backwards, keeping regular checks mast sail track. Depending on your own personal requirements.
- 9 : When satisfied tension bottlescrews, then an extra half to one turn and lock off and/or secure with split pins and retighten the Tabernacle / Mast Bolt
- 10: The inner forestay should not be over tightened.
- 11: Test Sail and check tensions but don't make adjustments under sail wait till you are back in. You will probably need to tension some more but don't over do it.
- 12: Catalacs with a mast lowering system have a Wooden Wedge Foot, Check this is in place.

Bob Freeman "Think Again"

We have more goods for sale in next months newsletter unfortunately we have run out of space this month and we will continue next month with Haptic saga and LES CANAUX FRANCAIS

B.C.C.A. appeal

Dear Member, We've been running the Association for a number of years without much of a monetary surplus. Not so much a shoestring as a gossamer thread! We do indeed watch every penny of the Association's expenditure (your money) but it is a wearisome process trying continually to juggle with the finances. May we appeal to your generosity? Would you please make a gift of £1.00 or £2.00 or whatever you can comfortably afford to the Association? This will give the Treasurer a bit of a hedge and bring a smile to not only his face but also the Secretary.

Many Thanks,

Peter G.....
