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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 everywhere

October 2006

We have a few new owners to welcome to the fold this month, so now is the time to update your B.C.C.A. Register of Owners. I know from meeting and talking to you that it is high time some, or all, of you had a new register. If you would like a new register for the coming season please e.mail or text me on the above number. ED.

Welcome new owners

Richard & Cathy Clutterbuck,
40 Leigh Rd. Cobham,
SURREY KT11 2LD.
e.mail clutterbuck@tesco.net

Catalac Cl. 8.20
SCUBA CAT
(Chichester)
Mobile: +44 (0) 79 58 57 1932

Harold & Sandy Stewart,
The Coach House,
Sandlea Mews, Sandlea Pk.
West Kirby, WIRREL CH48 0QF

Catalac Cl. 9.77
ALLEGRO 1V
e.mail harold.stewart@netisp.co.uk

Ray Sharp & Carol O'Shea,
62 Erlanger Road,
New Cross,
LONDON, SE14 5TH
e.mail roy_carol@tiscali.co.uk

Catalac Cl.800.218
TIGER LILY
(Greenwich)
Mobile: +44 (0) 7940 593 009

Steven & Janet Metcalf
Co. 5250 E. Linden Court,
Greenwood Village,
CO 80 USA.

Catalac Cl.10.03
LITTLE SISTER
(Hardies Miami Florida)
e.mail cativoire@aol.com

(1) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

Jonathan Cole,
188 Twyford Avenue,
Portsmouth,
PO1 8JE,

Catalac Cl.9.07
AKU-AKU
(Emsworth)
e.mail anona@mullan2.freeserve.co.uk

Michael Boles,
Ash House, Oxshot Rd.
Leatherhead,
Surrey,
KT 22 OEN.

Catalac Cl.8.130
JO JO
(Brighton)
e.mail Mbolesuk@aol.com

e.mail from Mike Boles.

Hi, I have a catalac 8m which is said to be a 1986 build.

Is there a design feature of that year of build which would identify the boat as a 1986.

Any help most appreciated. The name of the boat is Jo Jo

Thanks

Dr Mike Boles

Hi Mike,

8m Catalac JO JO sail no CL.8.130

Cl.8.130 used to be called Aquila of Tamar. I collected that boat from the Tamar about 1989 and delivered it with Mary Lack to Christchurch for winter storage. This was my first trip with Mary and a memorable one. We left Plymouth about 4pm. Despite keeping the boat on the usual heading, we ended up too close to Portland Bill at night in a F7. (see note in September newsletter) I still remember the tall breaking waves that always threatened to break in the cockpit, before the boat lifted and surfed down them. Despite the noise from the wind and breaking waves we heard a loud crash from within the boat, on hasty inspection we were pleased to find the cause of the noise was only the saloon table had tipped over. Needless to say we arrived in Christchurch safely, feeling a little like the drink "shaken not stirred"

Mary penned the trip in the next newsletter describing the noise from the crashing waves as sounding like the passing of express trains. I have to agree.

By chance Sue and I delivered the boat back to Plymouth the following year and we discovered that the compass was about 10 degrees out, this we thought the possible cause for being too close to the Bill last year.

Aquila had twin yanmars, a heavy wooden dinghy hung on davits at the back with a heavy, it also had a mod in the form of a rear cabin port side. Is this the same boat?

In the BCCA register of owners the records show that the boat was then on the River Tamar at Cargreen. I have a D>D by the name. (short for drifting & dreaming) that indicates the owner was going spend a lot of time on board, to cruise Europe-the Med-etc. The boat has changed hands since then, but the new owners are not BCCA members. I presume you have recently bought her from them.

I am of the opinion that JO JO was not built in 1986.

The 8.m Catalac was first built September 1976.

My last 8m Sail no. CL8.52 was 1978.

I also have a copy of an old brokerage list from the Lacks. It offers for sale,

8m. CL8.119 FLEDERMAUS built 1981. and Cl.8.162 BUSTOPHER built 1986.

I would therefore think CL.130 will be 81 or 82.

As an owner we hope you join the Bobcat & Catalac Cruising Association.

Hope to meet you soon.

Happy Sailing.

Peter Gimson

CL.8.220 ME-AND-ER

I am pleased to say Mike is now a BCCA member.

When a boat has a name change it is not easy keeping track of it.

When new they all had a switch panel with the sail number on them, many of these have been updated and the number gone. Most boats have had replacement main sails, with no number on them.

Can any member help with either the owners name or the sail number?



The yellow cat is fitted with a single outboard. If you look closely at the bows you will notice it has been fitted with bow rudders. The 9 is in beautiful condition, and a credit to the owners.

Hi Peter.

I have just read that you meet Mary Banks, a previous owner of our catalac CYGNET on the ferry from Cherbourg.

If you could let me have her email address I will email her with the latest news of what we have been up to with Cygnet.

Sorry but Fran and I will not be able to attend the meet in Southampton, work getting in the way.

Regards,

Roger & Frances.

[3\) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ](mailto:3@hon.sec.office196harewoodave.queenspk.bournemouth.dorset.bh77bq)

Hi Peter and Sue,

I am overjoyed to have heard from Cygnet's present mum and dad, and that they are pleased with her.

She had an adventurous time with us, a very happy period of my life.

Must say 'bye for now,

Mary

Hello Peter,

I am sending you this email from Port Napoleon in the south of France. We seem to have a mini-convocation of Catalacs (Is that the correct collective noun ?).

We have 8.114 Twizzcat, now owned and being refurbished by a French man, whom we are informing about the existence of BCCA, 9.145 Drifting and Dreaming, 9.239 Michaga now re-named Pottering and Catry 10.25. All are enthusiastic about Catalacs and wax eloquently about their accommodation and stability.

Regretably, Anne and I are feeling our age and getting a bit of arthritis in our thumbs, rather used when hauling up sails, so we have decided to live on a motor yacht for the future. It is a bit like a floating cottage, very homely.

That means, of course, that Catry is available for a new owner. We have put it in the hands of Ancasta from whose office I am sending you this email – hence the strange email address of the sender. I have attached a description of Catry in the hopes that you may be able to utilise all or part in the newsletter. I guess we shall also bid farewell to BCCA and thank you for all your work as secretary and editor.

All the best for the future,

Barrie Bridgeman

banda@orange.net

Mobile: 07973 548338

Hi Barrie and Anne,

There is more comes with age than age as they say.

Many thanks for the info on 8.114 and the 9s 145 & 239.

Do you know the owners names and addresses?

Happy Sailing or is it now motoring.

Peter G..

10 m. CATALAC

Sail N°CI.10.25

BUILT IN 1988 BY CATALAC CATAMARANS LTD - U.K.

Hull N° WFX 10025J788 - Registered number: 712 404 – Poole British flag - VAT paid - 3 x owners
Hull, deck and superstructure in white GRP - 2 x layers gelcoat Cabin top stiffening : balsa core

L.O.A : 33' 8 - 10.30 m DRAFT : 3' 45" - 1.1 m BEAM : 15' 1" - 4.60 m DISPLACEMENT : 5,600 Kgs
WATER CAP. : 2 x S.S. water tanks – 570 L. FUEL CAP. : 2 x S.S. fuel tanks – 320 L (port and starboard hull)

ENGINE * 2 x YANMAR 2GM20F - 18HP – atmospheric – fresh water cooling with exchanger (changed to brand new engines in 1998). Engine hours (June 2006) port engine: 2024 / starboard engine: 2051

MORSE control – S.S. steering wheel, Hydraulic steering, Saildrive - 3 blades prop. in Aluminium alloy
* Maximum speed – 9 knots * Average speed – 6 knots >> Range : 500Nm

GROUND TACKLE... * Manual windlass - SIMPSON LAWRENCE * 1 x BRUCE anchor – 15 Kgs – 10m chain + 90 m rope * 1 x anchor CQR – 15kgs – chain + warp * 1 x FORTRESS FX16 kedge anchor + chain + warp *

SLOOP RIGGED * Mast and boom in Aluminium alloy – 1 x set of spreader – PROCTOR * S.S. stranded cable with V backstay Dye tested in 1998 * Genoa with roller-furler – ROTOSTAY II * Lazy bag + lazy jack * S.S. handrail fitted out on top of the roof * Aluminium alloy toe rail * LEWMAR Aluminium main sheet traveller * LEWMAR genoa traveller mounted on roof side * Aluminium pole for genoa and spinnaker

SAILS * MAIN – semi full batten - Dacron – sail cover – used * GENOA – anti UV border – Dacron - good condition * JIB – good condition * SPINNAKER with snuffer – tri radial - good condition – 2004

WINCH * 2 x LEWMAR - 40 - ST - double speed * 2 x spare LEWMAR 40 - unused

Accommodation.....Teak interior, fitted carpets throughout over teak and holly cabin soles. Hot/Cold pressurised water. Internal air ducted central heating from EBERSPACHER

COCKPIT Helmsman's seat, 1 x large wet locker, 3 x stern lockers and access to generous engine rooms Foredeck with 4 x lockers

SALOON.....Central saloon with fitted U shaped sofa, wooden table which converts to large double bunk, shelves

MAIN CABIN – PORT.....Double bunk with 2 x drawers and 1 x locker under, wardrobe, washbasin with hot & cold taps, 2 x cupboards, 2 x seat lockers + 2 x open lockers

HEADS.....WC Jabsco ITT, holding tank. Wash basin + 2 x taps for hot /cold water. Cupboard + mirror. Shower

CHARTS TABLE.....charts table + wardrobe, 4 x drawers, 1 x cupboard + 8 x lockers

STARBOARD HULL.....Galley with fridge (gaz, battery or mains)hob with 4 x burners (gas), oven OPTIMUS with separate gas grill, sink with cupboard under and draining board in S.S., 4 x drawers, 8 x lockers and fresh water filter on cold supply (renewable Feb 2007) + electric hotplate (220V) + electric over/grill (220V)

GUEST CABIN.....1 single and 1 double bunk with 3 lockers and 2 drawers, wardrobe, washbasin with cupboard

NAVIGATION INSTRUMENT.....* GPS FURUNO GP31 Navigator interfaced with FURUNO radar RDP125 – B & W * VHF – SIMRAD RD 68 – DSC * NAVICO CORUS autopilot + rudder angle - fluxgate compass * NAVTEX Nasa * Echosounder – STOWE * Wind direction and speed – STOWE * Boat speed and log – STOWE – Navigator 2 * Plotter – YEOMAN with independent aerial – 1996 * Steering compass – PLASTIMO + SILVA hand bearing compass and mounting * Barometer – BAROSTAR >> All user manuals for the equipment

ELECTRICITY * 1 x solar panel – 32 W * Complete Wind/Water driven generator – AQUAIR - 100 W * Hot water heater via engine calorifier and or main immersion heater 220V – 50L * Battery charger/Inverter – 600W – 4A – ADVANCED MOBILE POWER SYSTEM * Shore power + cable * 2 engine batteries – gel – 70A * 2 domestic batteries 2004 – 100A - can be linked with battery master switch * C/breaker/switches in saloon

SECURITY * Solid glass portholes * 4 x manual bilge pumps : engine room + hull * 3 x fire extinguishers * 1 x fire blanket * Gas detector * 4 x persons liferaft - container - serviced in 2005 - offshore model * Life ring with light * 1 x MOB rescue line * ACR EPIRB * Rigging cutter – SHOOT IT * Set of flares (out of date) * Safety harness rails on half decks * Floodlight (roof mounted) * Spotlight (roof mounted)

OTHER * 2m inflatable dinghy – PLASTIMO – 2005 * Outboard engine – YAMAHA 4 HP - 2 x stroke * Passarelle with bow and stern mountings * S.S. opening pulpit with passarelle plate * Spare fresh water pump & parts * Miscellaneous spares * Cockpit light * Removable laminate cockpit table + fittings * Cockpit cushions * Sun awning * Fixtures for 2 x parasols + parasol* S.S. + teak swim bathing platform + additional steps * Foldable swim ladder in S.S. * Warps and fenders, fender board * Deck shower - cold only * Crockery + cutlery + pots and pans * BBQ * Hose * Mast climber * Electric dehumidifier 220V * Selection of tools

Price £52,000.00

Catry was originally commissioned by Martin Pearson (her first owner) for long vacations in the Mediterranean. She was part completed by Catalac Catamarans in England with finishing touches to the fitting out being undertaken in France under Martin's direction. Martin's daughter's name is Tracy hence the anagram, Catry.

Bits For Sale

I have some surplus Halyard Insulation Sheets for disposal:

Halyard Sound Insulation.

3 sheets of 12mm reinforced silver polyester faced self adhesive Sound Insulation,

New. Surplus to requirements. £45-50.

01296.662505 bwb@bwarden.freeserve.co.uk

If bought from Halyards they would cost £58!

Bernard Warden

(5) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

Offers invited for Electrolux 12 Volt all Electric fridge.

This model was fitted as standard equipment on the 12m Catalac and is in good working order. It is the modern type and is economical with it's power needs. If you don't need it on your boat, it is an ideal size for camper or beach hut or even garden chalet.

The owner has donated it to the BCCA as it is now surplus to his requirements, the owner having fitted a larger fridge.

Dimensions H 550mm. W 450mm. D 500mm.

Contact : Peter Gimson.

New/unused transom outboard mounting bracket with spring assisted lift.

Suitable for up to 10hp. Motor.

£25.00 no offers.

Contact Peter Gimson tel. 01202 773 749 or e.mail.

e.mail from Terry Secretan Who is buying a new Gemini.

Hi Peter.

It is a brand new one, being factory built as we speak, to CE spec and we are paying (a lot!) for it to be CE inspected and registered on import to Southampton by Patrick Boyd Multihulls, so all should be well.

It should go well as it has a big main and a 200% "Screacher" on a roller furler, which can be pulled to windward on a traveller across the bows.

We had a days test sail on an owners boat in Poole. Winds were very light but it still did 6 knots in 8 knots of wind and tacked through 60 degrees.

The owner, Richard Roscoe, the yacht and trimaran designer, had it 3 weeks and had made 14knots in a F.5/6. WOW!

What is uncanny is the similarity (apart from the 2 quarter berth cabins) in the layout to the 8M catalac. Feels like home.

We will be sorry to say goodbye to Norma, especially as I have now done all the jobs I should have done over the last fifteen years and she looks great.

Thanks for your concern about the CE certification,

Is it OK to remain in the BCCA with a Gemini?

Kind regards, Terry.

Hi Terry, we would be very disappointed if you didn't remain a member.

Sue and I crossed wakes with the MOCRA summer cruise this year and met two friends of Richard Roscoe, they had sailed from Cardiff to Ile de Brehart in a Farrier 32 tri. averaging 16kn. On just a jib. Wow!

But quite by chance they are now looking for a new boat with a bit more accommodation and comfort when they arrive in port.

The old saying (Horses for courses) comes to mind, we all enjoy the thrill from sailing and want more speed. More speed does not normally go hand in hand with comfort.

Safety for most of our owners who are often sailing as a couple or single handed becomes paramount.

Good luck with your add. ED.

CATALAC 8M 1978

CI.8.74 "NORMA ANN".



Rotostay Genoa, jib & storm jib.

Spinnaker and extending pole.

Huge cockpit seats 12 people.

2 large double plus one single berth.

2 anchors, chain, warp.

Extensive factory refit 89
by John Lack.

2 yanmar 1GM10 diesels 1991.

2004 New glass
wheelhouse windows.

2004 New DSC radio,
log & sounder.

2005 engines overhauled,
recent props.

2005 new electric loo.

2006 headlining renovated.

2006 New running rigging.

The windows are good, mostly replaced in 1989 when Norma was refitted by Lacks. I have fitted alloy framed toughened glass windows, by Nautech of Burnham-on-Crouch, to the wheelhouse. It's much stronger and more rigid and looks a lot better than the original screwed on perspex ones.

2000 full survey and 2006 hull survey available

This roomy tough and seaworthy cat is in really excellent condition and ready for sea.

Afloat Essex coast marina, call 01206734727, 07710492653 or email terry.secretan@btinternet.com £26,000.00.

Continued from last month ME-AND-ER Summer cruise.

After a good nights sleep moved to Brownsea Island and anchored just off Blood Alley in good shelter from the forecast NW v N5/6. Took the dinghy to the shore, and strolled round this beautiful island.

Tuesday having spent the last 5 weeks on the boat, we decide to sail to Christchurch, in the hope that we would find a space up the river at Jeff Elkins yard.

When the boat floated we sailed out of Poole with a fresh northerly breeze of the land, ideal for the sail East.

Log trip 15nm. 1 hour 20 minutes.

We called Elkins Yard enroute, although there was no space, he informed us that Roger & Jan Macklin owners of CI.9.229 CATBALLOU M were expected to leave with the tide for a months cruise about 3pm.

With plenty of time to spare we motored up the river and anchored near the sailing club behind Catalac 9 HERUREKA 11. from Gosport. On seeing the owners not onboard we relaxed, enjoying the now shining sun. After a light lunch, on seeing CATBALLOU motor past with a wave we upped anchor and a few minutes later their pontoon was once again home for a Catalac.

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Jeff's yard being an easy cycle ride to home. Our intention to see the family, check the post, do the washing, and exchange some of the cold weather clothes for shorts and tea shirts, the weather now improving.

2 nights at Jeff's, the boat fully loaded, we move down river and raft against 9.220 Ard-na-greine for the night, our intention to head for Poole next day. Poole being the ideal crossing point to France & Channel Islands with Braye harbour C.I. just 55NM. Departure time from Poole not being dependant on tidal height. The tides in the Channel flow mainly East & West but by leaving Poole with the last of the foul Easterly tide for two hours, the next six hour Westerly current also takes you across.

On Friday evening at 5.30pm we motor sail without any wind in company with Nigel & Ann Ard-na-greine to Poole and raft up in Bramble bush bay at 8pm.

Our trip delayed with no wind we motor to Swanage. We all enjoyed the walk round this old Dorset seaside town in brilliant sunshine. After the purchase of sun lotion and feathers for fishing we head back to Poole for the night.

Sunday again sunny we again visit Brownsea Island until receiving a text message "ware U" from Aleck of Dragon Slayer. The outcome of the text Me-and-er & Ard-na-greine head for Moriconium Quay to join Aleck, Chris and Pop for a very enjoyable evening meal on the patio overlooking the boats at the Quay.

The weather being good and to repay their hospitality a BBQ is arranged for the following evening Monday at Bramblebush.

Monday morning we anchor our 2 cats close to the fisherman's dock to enable us easy access to Poole Quay and to shop for the evening BBQ. We had not yet left the boats when another cat also anchored behind us.

The two occupants waved as they rowed ashore in a yellow wooden dinghy. The cat was not one I had seen before being about 9m in length and almost as wide, the large lettered name on the side "RUSH" With our shopping done we head for Bramblebush passing RUSH and on the stern of the cat the port of register SYDNEY.



View of blood alley with Furzey, Green, Long & Round Islands
From Brownsea with the two cats rafted in the fore ground.



Aleck.....Cris.....Sue.....Pop.....Nigel.....Ann
Enjoying the BBQ but only Nigel in Shorts.

The BBQ that evening was another success followed next day by another walk on Brownsea, Tuesday midday Ard-na-greine headed back to Christchurch and in the evening we said our good bye's to Dragon Slayer, not forgetting to thank pop for allowing his son Aleck out to play.

Next Month we cross the ditch to continue our Summer cruise.

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