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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

November 2006

We continue from last month, ME-AND-ER's Summer cruise.

Alone again after the BBQ at Bramble Bush, we move out of Poole to Studland Bay and spend the day walking on the coastal path past the white cliffs of Old Harry over Ballard Down towards Swanage. The Isle of Wight is clearly visible in the distance on the warm, clear day so we decide to head for Alderney the next day.

From log 8June: Thursday at 6.20am. Leave Studland for Alderney. Bar 1024, weather hazy. Motored - no wind, smooth sea, wind grad-increased E2 then E4/5 by 15NM off. (Bouncy across the Swinge - wind over tide)
Arr: 16.25pm. Trip log: 58.1NM - 10.05hrs.

Cost: £10.00 on a buoy but the hot showers are very good, one in the evening another the next morning - sheer luxury.

At least we managed to sail 4hrs. on this trip, better than when we crossed to the UK in April. Is this going to be a year of winds or nothing at all we wonder.

The usual progression of UK boats that leave Braye harbour/Alderney is to turn west and head down the Swinge to Guernsey and we have done this many times. Our plan is to head east towards Cap De La Hague then turn south to sail with the tide, down the Race to Port Bail. The tide gushes south and west in the race on the ebb taking you towards Guernsey so I usually try and resist the temptation to turn south until I close the French coast to minimize the westward pull.

Pilot books all say get to the Race at slack. (believe me, it is never slack)

Port Bail is 5NM south of Carteret and, as we have mentioned in the past, a well protected sandy inlet where one dries for most of the tide. We still haven't cleaned our b'tm and now it is as good a time as any.

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From log 9 June: Friday 8.15am Aldeney to Portbail, fine, E 4/5 motored into wind 5miles. Sailed against French 34ft. Mono. south. He got caught by the tide and headed to Jersey. We tacked twice as wind now SE/4-5 (bumpy sea, wind over tide again) arr: 17.00hr. slow trip 38.3NM. 8.75hr. We should have gone closer to the French coast to be in flatter water.

Approaching Port Bail you need to run parallel to the coast, until the entrance can be identified on the beam, distance off will depend on the state of the tide at the time. The harbour dries completely so access needs to be about 2 hour before high water at neaps and 2+half hours before high water at springs. As you run in there is a training wall on the port side, follow this dredged channel down to the inner harbour where it stops. The channel then splits into three deeper channels with large sand banks either side. Turn to the right for the sand dunes. An entrance on the left takes you into the inner harbour on a drying pontoon berth. Or, carry straight on behind the inner harbour and you will come to a large sand bank where you can pick your own spot, either on drying sand banks, or, if you are only staying for a short time it is best to anchor in slightly deeper water where the current is stronger, just at the side of the local boats that dry on the swinging moorings. Alternatively, anchor out of the current, with less depth and in complete safety on the other side near the dunes in hard sand with oodles of room.



There is plenty of space for children to run wild. If you are feeling energetic trekking, swimming, wind surfing, land yacht racing, horse, pony or bicycling are all available. If you are not feeling tired after these energetic pastimes, I understand there is a local "Grab a Granny" twice a week in the evening where one can dance the night away. Port Bail is a free anchorage, within easy walking distance of the town.

The Sand banks are clearly seen in this picture.

Water is available on the pontoons. To get fuel you do need a trolley or something to carry it. Most of the British boats seen on the pontoons are from the Channel Islands.

I understand many of them arrive just to do their weekly shop. The natives are friendly. The restaurants are varied and most excellent value.

If the weather is not pleasant on Thursday a steam train can be taken in the morning to the market at Carteret five miles away and returns later in the evening. You don't have to venture to Carteret for the market as in Port Bail market day is on a Tuesday.

We entered Port Bail along the dredged channel with the now slackening tide behind us, we turned right when the drying inner harbour and pontoons are abeam on the port side. The current tries to

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carry you straight on past the little harbour into the soft sand banks, if unsure where to go this is no problem at all.

A word of caution, however, should you decide to turn left through ninety degrees and enter the inner harbour with the tide at full flood. This can be a little tricky, as discovered by us several years ago.

It had been a beautiful hot, sunny day as we entered the channel. The spring tide pushing us in at over 4knts. As we turned into the inner harbour, the water not wishing to turn through ninety degrees tries to carry you straight past the entrance requiring loads more throttle to push the boat in. Once in and just past the entrance, there is a back eddy that will do its utmost to spin the boat straight into the wall where the ferry from Gorey (Jersey) docks. Although at the time we were fortunate not to spin through 360 degrees, our joy, however, short lived, as now, with the current and excessive speed needed to keep the boat away from the wall, we rushed for the pontoon with many visiting yachts, rafted two or three deep. Being a hot sunny afternoon many of the owners are quietly relaxing on deck, or they had been until the roar from our engine at full throttle in reverse shattered their calm. The expression on their faces as we approached crab-like - slightly sideways is one of those Kodak moments that photographers describe but at times like this the last thing on ones mind is taking holiday snaps. When things go as planned all is well, but if things are going to go wrong you can't beat having an audience, can you. The boat is now more sideways and not much slower, passing one boat after another, until finally closing on the last boat the owner caught our lines as we slowed and stopped. He commented grinning from ear to ear "I decided to stay on deck today as yesterday the ferry hit the wall backwards, thought you might do the same." "Sorry to disappoint you" said I "and by the way thanks for catching our lines" I replied. The secret with all new destinations is to try and arrive at near slack water, not always possible, and always keep a watchful eye for the local boats their knowledge is invaluable.

Back to this year. Turning right, we saw a cat at anchor. As we motored past noticed it was RUSH, the boat with the yellow wooden dinghy that rowed past us last Monday in Poole. "Are you local? - are we alright here?" an Aussie voice bellowed. Giving him the thumbs up I motioned for him to follow and this he later did after we had anchored.

The following afternoon while cleaning the b'tm on the dry sand, two bikes, the owners pushing them approached and stopped, introducing themselves as being Alan & Marilyn from "Rush". Any excuse to stop cleaning always welcome. We invited them to join us for tea, coffee or wine. The third option the popular choice.

It transpired that Alan was on his return voyage to Australia, that had began many years ago after he had met Shane Acton in Australia at one of his book signings. (Shane Acton, author of Shrimpy who though inexperienced, sailed from Falmouth to Australia in a nineteen ft. Caprice) Feeling that there should be more to life than work, Alan like Shane decided to buy a boat and learn to sail. Alan also bought a mono, but after one season, it had to go he felt sick when it rolled, so he bought "Rush" his thirty foot catamaran. Alan then sailed from Sydney to the UK having many adventures on the way. He has since been living on Rush at Millbrook (Plymouth) for many years. He worked at Pat Pattersons (of Twins fame) during the winter months, the summers reserved for his more important pastime sailing and exploring the many European countries he has visited. After an illness last year he realized he was not getting any younger, if he was to complete his circumnavigation he ought to be getting on with it. He flew home to Sydney for Christmas 2005, to see his family. While there, to help fund his new adventure he decided to sell the old car he kept at his home for his return visits. From the local advert, a young man called with his mum to view the car. "Why are you selling?" Mum asked. Alan explained, he needed the money to fund his return voyage from the UK to Sydney. The working mum, mother of three boys, drove a hard

bargain. She had never sailed before, but, wishing to hear more of his past adventures and forthcoming one, invited Alan for a meal before he flew back to the UK. From the outcome of the meal, the working mum arranged six months leave from her job as a midwife at the local hospital. She then flew to London last week and joined Alan in Poole.

Marilyn certainly jumped in at the deep end. Her first sail, ten hours across the Channel to Cherbourg, and the second, past Cap de la Hague down the Alderney race to Port Bail. Across the cockpit both Sue's and my eyes met, our thoughts the same. "Well done, you were fortunate to have favourable weather conditions, the sea can be quite rough in the race." Said I. "I enjoyed it, the sea was no sweat, I've been white water rafting in Aus." Came the reply. We continued chatting, with each of us suggesting places to visit on our forthcoming travels, while enjoying a glass or three of wine until, eventually, only the incoming tide called time.

The next morning we rise early, Alan & Marilyn are away on their bikes again exploring further down the coast. We continue our cleaning. Being Sunday most of the shops are shut, but they return with provisions. Marilyn declaring "I can't believe it, we must be mad, we just paid twelve euros for a chook," (in case you are wondering a "chook" is Australian for chicken.) The chook had been spit roasted at the local market.

The French people love their food and their markets usually have a selection of vendors roasting anything from half a cow, pig, lamb, and all manner of poultry. The dishes are well flavoured and seasoned, the aroma of the meat being cooked can't fail to get your taste buds going, it's really hard not to stop and buy.



Rush at Port Bail at high water.



Me-and-er at Port Bail high water + 2hrs.

They invited us back to Rush for some refreshments, where Alan explained his old Garmin GPS failed while crossing the Channel to Cherbourg and he was surprised to find that a replacement in France would cost almost double that in the UK. Being on a tight budget he intended to sail to Jersey later in the week to try and replace it at a more reasonable price. We suggested that they stay at St. Aubin's, five miles west of St Hellier, with free anchoring or berthing, either in the small drying inner harbour against the wall or behind the fort outside, both offering excellent shelter. The Royal Jersey yacht club at St. Aubin's will always make any visiting yachtsman welcome, the showers are free and the food and view from the bar excellent.

For those wishing to explore the island in greater detail, cycle routes that criss-cross Jersey are a real joy. We found that the Jersey bus service though good is not the best way to explore the Island as most of the buses leave from St. Hellier to the next bay and then return on the same route. To then visit the next bay involves taking another bus from St. Hellier. If you intend to

stay for a few days or the weather is bad, hiring a car is a cheap and convenient option. One can't help but notice the number plates on many of the cars in the Channel Islands are prefixed with the letter "H". This indicates that the vehicle is one of the many thousand of hire cars on the islands. Why so many and where do they keep them with space on the islands so limited you may wonder. It may surprise you to know that many are kept at the homes of local residents who use them for their own purposes on a three to six month contract at much reduced rates to those charged to holidaymakers.

Back to Port Bail: The weather in the UK is well known for its ability to be wet, cold and windy one minute then sunny and warm the next. June this year was really unusual in this respect with good clear skies and warm sunshine, just the sort of weather that tends to make you feel lazy, stay put and make the most of it while you can. Being anchored near the dunes, while doing just this, we noticed a brood of young Shelducks walking in a military fashion escorted by two adults. As we watched them they spotted us, the adults flew off in opposite directions, only later to be seen circling back to the dunes, the youngsters scattered, ran up the beach over the dunes and suddenly seemed to disappear. On further inspection later in the day, we quietly followed the webbed footprints to their home. It was underground in an unused rabbit warren. The following morning we watched from the boat with the aid of binoculars and saw a dozen adults standing in line being inspected by the leader who then did likewise with the youngsters before they went about their daily duties, it was fascinating. Most mornings the first thing seen on the dunes were birds and rabbits hunting for food before the coastal walkers appeared. Then, later, a few children armed with buckets and spades, but when the tide comes in the area becomes alive with groups of small children being taught dinghy sailing, followed by canoes, and anything else that floats.

Alan & Marilyn decided to head for Jersey the following morning. We said our goodbyes to "Rush" hoping to meet them later on our travels. Alan is a wealth of knowledge on cats and later in the year, by chance, we met two other boats that knew him well. Before they left we asked them to write a note in our visitors book that we keep aboard.

A visitors book may seem to many a strange thing to have on a boat. I, too, would have thought so until last year our paths crossed with a couple on a Westerly Centaur "Calisto 111". We first saw Calisto 111 as we were both leaving St Malo. They were on the main Grand Porte Channel with engine flat out heading NW possibly for Guernsey. We were sailing on the smaller La Grande Conchee Channel heading N, our destination St. Aubin's. The winds being light southerlies we hoisted the spinnaker and were enjoying the trip as we entered the Minquiers. Calisto 111 appeared on the port bow and with a friendly wave crossed just in front of us still flat out heading east. Where are they going we wondered, perhaps Granville on the French Coast. We continued on to St. Aubin's anchoring behind the fort. The next morning to our surprise not 50 yds. from us was Calisto 111, the owners Bill & Janet Bailey. Bill waved and called out "is your Catalac equipped like most others, with a fridge" "but of course" Sue replied. "Good" said Bill, "Gin and tonic is not the same without ice, would you like to join us, don't forget to bring the ice". Janet, a talented artist, painted during their cruises and sold her pictures during the winter months. Bill a retired chemist enjoyed his Gin and Cockles which Janet loved gathering. It transpired they had been cruising to the Med and beyond every summer for the last 12 years, only returning to their home on the River Fal for the winter months.

While cruising they had met and sailed in company with many English yachts several of which were Catalacs, hence the knowledge of the, all important fridge. Bill not only kept the log but he also kept a Visitors book of friends they had met and sailed with. They had done this after forgetting or losing the odd scraps of paper saved with fellow travellers names addresses etc. In the visitors book were several Catalacs and from our BCCA register we were both able update our records. Two

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of the Catalacs in the visitor's book, one "8.116 Chaton, I was able to inform them was unfortunately destroyed in Porta Pollensa during a storm on 10th. November 2001.

The English lady owner, Jill Baker, a fellow artist with Janet had lived on Chaton for 15 years was seen the following morning after the storm, trying to rescue what possessions she could.

Some owners might remember her because before leaving the UK they had fitted a sideboard in the cabin under the mast. On that fateful day 9.168 Scath Lowen owned by Graham & Ann Smith was also to be seen sitting on the main road to Alcudia. This boat had been regularly used for Sundowners recalled Bill.

(I hasten to add that it was not just Catalacs that were damaged, there were several large mono-hulls, two large glass bottom boats, and in one small creek another member Angela Danby counted 23 boats in one bay tossed up onto the rocks in a heap.)

We now have a visitor's book.

The wind increased that night, now coming from the west, meant a longer stay in Port Bail. Not wanting to motor to Jersey our next intended port of call. That night whilst sleeping a click click could be heard from above. Being half asleep I imagined it to be the broken radar reflector (see last month's newsletter) forgetting that the broken bits, had already been removed. The click click became louder to be followed by a tinkle-tinkle as something hit the coach roof and bounced hopefully on the deck. The next morning further inspection revealed the spinning cups from the wind instrument had fallen / flown off. These quickly recovered from the sand before the tide returned, seemed undamaged, the spindle they rotate round either broken or become unsecured. Another little job to do.

Log: Friday 16th. 11.00am, Fine day, HW10.40. With the tides approaching neaps we head for the other side of the harbour into slightly deeper water. On doing so, we spot in the distance another Catalac, a 9m. To our surprise it's one from Christchurch, sail no.9.229 CATBALLOU, owned by Roger and Janet Macklin. Continuing past them we dropped anchor at the side of the moored boats and launched the rubber duck to say hello. Despite many years of sailing, this was their first visit to Port Bail, they had left St Aubin's yesterday and spent the night at St Catherine's, thus enabling them to catch the morning tide here. They joined us later for drinks on board. Asking why they had come to Port Bail, they went on to explain that they had read an article in an earlier BCCA newsletter by Bob Freeman describing Port Bail as Bob's favourite anchorage.

Needless to say, great time had by all.

Saturday 17th. AM. Boat maintenance, paint, the rudders.

First swim of the year and the water is unbelievably warm but unable to coax crew to join me.

We both left the next day before the forecasted strong winds arrived. Roger and Janet headed north to Cherbourg, Sue and I headed west for the rocky Violet Passage and St Aubin's hoping to see "Rush" still there.

See extract from ME-AND-ER's Visitors book:

Portbail 18/June/06

We came into Portbail not knowing quite what to expect & found a beautiful haven, plus Me-and-er. What a great pleasure to meet you & thanks for sharing all your local knowledge, for the loan of the bikes, the meal in the town & even laying on a jazz festival with firework display! Most of all thanks for your excellent company. Hope to meet up again soon.

Janet & Roger.

CATBALLOU 9.229

Well Janet & Roger.

It was a great pleasure for us as well and many thanks for the Red Ensign. Here's hoping the rears have recovered from the bike riding. I hope you will give us a call when you plan to visit your boat at Christchurch. How did you get on returning to Cherbourg and did you enjoy your summer cruise to the Scilly Islands?



Romanesque church and bridge, Port Bail.



The Anchorage behind inner harbour, Port Bail.

To be continued next month.

Chit - Chat

elo u two

hope you had good time we are in st jean de losne on the bourgogne for the winter. this our email address and we on wirefree we will be on each night & would love to hear from you. i think we can recieve downloads so maybe get newsletters up till april. we have had a great journey, great going through paris in yer own boat. we will send write up about going through the (real french canals)! if you want for the news letter, got some great fotos too. boat going great no probs so far, dont expect any but you never know, it's boating aint it. look foreward to hearing from you love toni n elmsie

elo again, In yachting monthly August edition artical re (livaboard cruisers) page 58 catamarans. Prout, heavenly twins, comanche32. no mention of catalacs. Will the commodore contact the editor?, if not why not? re our boats suitable for livaboard ,considering so many are, this must be a good oportunity to get some publicity & new members. We have met owners who did not know about the association. It should come from him within his role. I did when i was commodore for the Liesure owners & it resulted in a couple of good articals, even two months featuring my own boat.

The October news letter only went up to (pyc dont like cats) should there be more? looking foreward to hearing from you & all about your trip soon
ta love toni n elmsiemailto:pipersdream@hotmail.co.uk

Hi Toni & Elmsie!

More in next months newsletter and yes please write away we could do with more stories.

Moi-et-er. Peter & Sue...

Hiya

skype is a free download we have telephoned land lines in uk. euro 0.017 per min. We know people here have tel New Zealand for 30cents If you telephone someone also on skype it is free, we thought there was a catch but there isn't it does work you need headset n mic it has a slight time gap but you soon get used to it. Go onto internet www.skype.com/download n download. if you go ahead you will be given a SKYPE address you then have to email your SKYPE address to us or anyone else you will want to contact as this is your registration. There is a section for ordering your credits so you can phone landlines. We have also tel mobiles & often send text messages to family mobiles, they can't return text to skype but it's a contact & cost about 0.08cents. love toni n elma xxxxxxxxxx

hi yer ta for email ok re skype? its free download n use if you call others on skype or cheap to landlines. will send news v soooooooooon onist
xxxx toni n elma

Have any other members tried cutting the costs when contacting relatives from abroad? Please let us know.
ED.

Cats For Sale

Can you inform any one that wishes to buy a Bobcat project that mine is for sale.
It has a 1.5 BMC deisel and all usual equipment the price reflects the need for some TLC.
Price £ 2,500 ono

Contact: Jeff Bell.....tel. 0207 275 8481

jeff@glasscasts.co.uk

From: Boathook [boathook@btinternet.com]
Subject: Another Catalac for Sale - a sad day

This time REDOUBLE, no 9.144 if any one knows of some one interested at £30,000. This email can be passed on. More details if you require them by replying to this email; but Redouble has proved to be a capable cruising boat, the crew being the weak point in ports not visited !!

Why am I selling? I would like a change after nearly 30 years ! Not to sure what at present but depends on offers made and how quickly I sell ... This could muck up next years sailing programme but I will worry about that nearer the time.

Redouble is fully equipped with 8 berths (the aft cabin is a double), Honda 30 hp outboard, vetus bow thruster. Re-rigged in 2004 and new mainsail cover last winter to protect the valeted main. Genoa was also valeted with new sacrificial strip. Thorough maintenance means that she is and has been always ready for sailing, either for the weekend or holiday. Lying ashore at Christchurch...£30,000.00.....Contact: Peter Denning.

CATALAC : 1981.

CL.128 "CYNDICAT"

£22,000.00 ovno.

Options: Steered, 4 Stroke outboard fitted 2001 Yamaha 9.9HP. * Up rated to later 15HP. * In Boom fully battened main sail * Roller Genoa + Spare Genoa & reduced Main sail * Cruising Chute with Snuffer * 2.4 Meter Inflatable with 3HP. Malta * New Headlining & Upholstery * Ashore Fareham with all gear as I am retiring ashore
Contact Geoff Kemp Tel: 01420 568050

Nomad's Cat CL10.42

Nomad's Cat was built to the present owners specification by John Williams Marine in 1989.

Her internal layout has been designed to provide luxurious accommodation for four in two double cabins each having a hot and cold wash basin and a large double bed plus ample stowage space.

The main heads have a large wash basin & electric toilet discharging into a holding tank or direct into the sea.

The third aft cabin, normally fitted with a single berth, has been converted to a walk-in / walk out shower room plus a manual toilet.

She is designed to be sailed single handed, all sails can be set / reefed from the cockpit. All navigation systems, radar and instruments can be monitored from the helmsman's seat.

After commissioning she was sailed to Southampton where she was exhibited in the 1989 Southampton Boat Show. From there she was berthed at Hythe Marina and used to cruise the English Channel extensively exploring the Channel Islands, Normandy and Brittany.

In 1992 she was sailed, through the French canals, to Port St. Louis and used as a "live-a-board" cruising the western Mediterranean being based at Alcludia Marina Majorca.

1997 she returned to Hythe Marina for a full refit.

Since then she has cruised to Germany, Holland, Belgium and remains at Hythe, where she has a permanent, renewable berth paid for until the end of March 2007

Contact: Adrian Alty e.mail adrianalty@btinternet.com

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Reason for sale.....got married!!!!

Inventory to much to list, in this months newsletter with pictures --available:from Adrian or P.Gimson