

Commodore: JEREMY BRETHERTON  
e.mail : Jeremy.bretherton@lc24.net

Treasurer: RICK HARVEY  
e-mail june.rick@btopenworld.com

# Bobcat & Catalac Cruising Association

Secretary: PETER GIMSON  
Tel: +44 (0) 1 202 773 749

e-mail: [PeterGimson@bccafsworld.co.uk](mailto:PeterGimson@bccafsworld.co.uk)

[www.bobcatandcatalac.btinternet.co.uk](http://www.bobcatandcatalac.btinternet.co.uk)

## 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 2006**

*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 2007 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 27<sup>th</sup> 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 two 'Meat & Eats' at different venue in March.  
March 3<sup>rd</sup>. at The Gun Keyhaven, & March 31<sup>st</sup>. at Chichester.

Earlier this year we held rallies: at Bembridge IOW. then Falmouth to coincide with our cruise to St Michaels Mount and the West Country. On the second bank holiday the venue for the Poole Rally was at Parkstone Yacht Club.

Members are asked to suggest venues! for our first bank holiday rally.

Details will be posted in later newsletters.

Let's all hope the weather is more favourable than last year.

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. If you want to receive a newsletter for the coming 12 months, then please let us have the correct amount **now**.

The correct amount remains at **£25** for Postal delivery and **£20** by Email.

If you require a new 2007 B.C.C.A. Register of Owners please send **£7.00** to cover the cost of posting and printing.

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.

### Do you read Yachting Monthly?

For those of you that did not read the August issue of Yachting Monthly (me included) there was an article about boats suitable for liveaboards below the price of £35,000. The examples were divided between mono hulls and multi hulls. The multihull recommendations from Y.M. (experts) : Prout Quest 31 and 33 (even though the Quest 33 was in the bracket to £40,000) the others mentioned being Comanche and Heavenly Twins.

The absence of any mention of Catalacs provoked protests led by Toni McRae resulting in The Commodore writing to the editor of Yachting Monthly on the 2<sup>nd</sup>. November.

Comment from Bob Freeman.... Re: Toni 'Pipers Dream' email' about an article in Yachting Monthly:

I think in most cases these articles are written by a third party who if has had no dealings with the Catalac we don't get a mention, i believe the same thing happened with the article about Christchurch, perhaps the thing to do is to produce our own 'interesting' article re: the range of Catalacs over the last 40 + or could we be coming up to ( **50 years ?** ) to this present day, perhaps snippets of past articles put together ? do you know anyone who could produce such an article, we could then send it to the various sailing publications in the hope that we get one printed. We have been catalac owners for 20 years and members of the association for nearly 30 years. During that time meeting up with lots of Catalac owners and enjoying lots of catalac activities with them.

But i still hope that we have a few more years to carry on sailing with 'Think Again'.

I know Jeremy and I have both talked, and written to PBO. As has Toni, he is right when he says of PBO, they don't have anyone with multihull experience. They seem to be only interested in testing new boats or reporting accidents. Indeed earlier this year in one issue they reported on three incidents.

- 1) A new mono hit the cliffs at Anvil Point.
- 2) 2) Gypsy Moth 11 wrecked on a reef.
- 3) 3) Richard Woods of Woods Catamarans was rescued after many hours being battered by storms off South America.

He only called for help after fearing the height of the breaking waves would cause his cat to be turned end over end. Alas by the time he was rescued the sea had eased but help having arrived he abandoned his beloved cat.

I am pleased to report that much recovered from his ordeal, a somewhat nervous Richard Woods has now joined Alan Morris on "Rush" in the Canaries. (Marilyn now home in Australia for Christmas is intending to rejoin Alan in Equador)

News Update:..... Rush arrived Mindello, Cape Verdes, after a good passage of 970 miles in 6 days 7 hours at an average of 6.4 knots from Lanzerote. After a stay of 4-5 days we head for Tobago

Trinity Cottage Ley Green King's  
Walden Hitchin SG4 8L T  
Tel: 01462 768240  
email: [Jeremy.bretherton@leygreen.co.uk](mailto:Jeremy.bretherton@leygreen.co.uk)

The Editor, Yachting Monthly,  
2nd. November 2006  
Room 2215, Reach Tower,  
Stamford St. SE19LS.

Dear Sir,

**Catalac** Catamarans.

In my capacity as Commodore of The Bobcat & Catalac Cruising Association I have been asked to write to you by a number of our members who are liveaboards to express their disappointment that no mention was made of Catalac Catamarans in your article about liveboard cruisers in the catamaran section of your August issue (page 58).

For an article which purports to advise your readers what to buy and which they are entitled to expect has been well researched to completely ignore a class where over 1200 have been built is somewhat surprising especially as the boats are to be seen throughout the world from New Zealand (to where Lucien Contesse a Swiss sailed his Bobcat from Christchurch single handed) Thailand, South Africa, East coast of America, the Mediterranean, the canals of France and England. Furthermore, you will see from the enclosed excerpt from our June/July Newsletter that the price is well within your budget as well as the accommodation being superior to those quoted.

As to sailing ability I also enclose another expert about Aku Aku by a convert from Heavenly Twins.

In the circumstances would it not be in keeping with your editorial policy of objectivity and impartiality to redress the omission by including an article in a future issue about Catalac Catamarans.

May I suggest that the experiences of Toni McRae of Pipers Dream a Catalac 900 he refurbished and on which he and his wife are living at present in Canal de Burgogne near the Swiss border (see enclosed e-mails) might be of interest. Alternatively, our Secretary has recently built by himself his 8 metre Catalac NO.220.

I await your response with interest.

Yours faithfully,

Jeremy Bretherton

Commodore.

Bobcat & Catalac Cruising Association.

*Please note these boats have sailed all over the world.....*

**New BCCA member.**

TIM WOOD

KATMANDU

CL 10.17

24 Melkhout Crescent, Plattekloof, Capetown, S. Africa.

Before setting out on the next leg with Lucien Contesse aboard Pinkle Purr, (Pinkle Purr a Bobcat 8 that sailed from the UK. To Australia)

let us take time to meet Dave Thomas and Michele Austin and join in their labours bringing Aku Aku back to prime condition for their proposed extended travels.

**AKU-AKU**

*By Dave Thomas and Michele Austin*

One cold day-in January we were aboard our Heavenly Twins lying ashore in Thornham Marina. We had reluctantly concluded that she was too small for our needs. After our Summer cruise, I had several scars on my now sparsely covered cranium witness to my failure to acquire the famed "HT stoop",

We planned to depart these shores for at least 18 months and a larger vessel was undoubtedly necessary for our needs. We travelled miles every weekend, myself sometimes during the week, in a fruitless search I contemplated journeys as far afield as the Virgin Islands and Thailand in the quest.

Suddenly a vehicle arrived, its driver alighted and went aboard a Catalac lying ashore some 5 feet away from our H.T. A few minutes later a bucket of frosty water was unceremoniously ejected from the vessel, then another, and another, until we were looking at each other in disbelief at the apparently vast swamping which the vessel had evidently suffered. "I'll see if he wants to borrow a bilge pump" I said, and descended our ladder.

"Can I help?" I shouted, "I've got an electric bilge pump you can borrow if you like".

"No thanks" came the reply, "I've nearly finished now!"

For the first time I noticed a for sale sign attached to the vessel. We had looked at a 9m some time ago, it was in poor condition with 2- stroke inboard engines, which I knew to be a somewhat dated concept. In spite of all this, the vessel had sold for a princely sum and was not on the market very long. We had dismissed the type as being out of our budget, I did not want one anyway, floating caravans that cant do anything very well had been my opinion.

However, we had learned something of their sailing ability on a return trip from Cherbourg to Chichester via the Needles. We had gone across on a Nor'easterly out of Poole. The H.T. made easy going of it, doing an easy 7 knots across the ground, so the GPS showed. In spite of strong wind warnings issued only when we were halfway across, it was easy sailing. I read a book and popped my head up at regular intervals for a good look around. My partner Michele slept in the aft cabin! The weather was at its worst in the outer harbour and progress to the Marina was slow. I confess to being one of those who usually fails to enter Cherbourg by my intended entrance, and I had got it wrong once again! Tied up on a pontoon, we went ashore. Completely absent was my usual feeling on arrival after a cross channel sail. In monhulls I am usually exhausted and want nothing more than to turn in a.s.a.p. I was beginning to come round to the multihull concept. We stopped in Cherbourg for three days, waiting for the wind to return to the sou' westerly that I predicted would soon arrive. I was wrong. Must- get-back-itis seized us. We set sail on an east-nor'easter, in company with a Catalac whose crew had reached the same now-or-never decision. The Catalac was well astern of us. We knew she was loaded to the gunwhales with the usual shoreside goods. We expected her to recede into the distance as we outstripped her with our better speed and sailing ability. To our surprise, she gradually closed on us and then overhauled us, going faster and pinching the wind better. She was motor sailing, we learned over the radio, using the same type of power unit as we had.

We deployed ours but we were quite unable to catch her.

We learned a new respect for the class at that point.

So back in the Marina that cold Sunday morning, the hapless owner invited us aboard in spite of our having made it clear that we could not afford a Catalac. Once aboard, it was obvious that she would be far more suitable for our needs than any H.T. could ever be. She was shabby, unkempt, her spreaders drooped sadly. "In need of a little T.L.C." would have been an appropriate euphemism much loved by Brokers to describe her condition, however the potential was obvious.

The owner was obviously fed up "I live in mid Wales", he explained, a Welsh accent was evident in his speech, "I have a bigger boat now, lying in Plymouth, I brought this one up from Milford Haven to sell her. I've owned her a long time, my kids grew up with her she's been part of the family and I'm sorry to be forced to part with her. I'm fed up though, she hasn't sold and I don't want to relaunch her and take her back. I'm out of time with my free berthing on Brokerage, so I am keen to sell. I came to talk to the Brokers about what is to be done, but they do not open on a Sunday! Are you interested at all?"

"How much is she?" I asked trying not to appear at all keen. He mentioned a sum which he suggested would buy her there and then, on the spot, with no messing. My hand moved swiftly to my pocket and a cheque book hove in view with a speed which amazed even myself. Soon we were the owners of two catamarans.

AKU-AKU was the name she bore. Jim Andrews, author of "Catamarans for Cruising" had been her first owner. According to him the name originated from the Easter-Islands and meant "Wandering Spirit".

A charming little logo depicting the Spirit was on her bows adjacent the name and likewise her stern. His book had been very influential in my own decision to abandon monohulls. There were a couple of AKU-AKU T-shirts passed on with the vessel so we had read the book and got the T-shirts. We felt pleased and lucky to have bought a notable vessel and at such a modest price. She promised to be all we needed for our future plans. It seemed quite extraordinary that, after having searched so far and wide there she was, waiting for us only a few yards away. We felt she was fated to be ours, for if we had not been there at that particular time, she would have been sold to someone else the following day and we would have known nothing about her. We felt she was lucky for us. This time there would be no question of changing her name and risking the wrath of Neptune. The potential alternative purchaser, who shall remain anonymous, admitted to being somewhat miffed at having been beaten to it by some 24 hours, but was magnanimous enough to wish us well.

We rigged a plank across from our H. T. to our new acquisition, moved boats and put our H. T. on the market. She sold quickly to a nice sort of fellow who had owned a 9 metre in the past. He said that he really wanted another but had been unable to find one in his price range!

Next came the hard work.

It was soon obvious why she had not sold. She was making water in a big way even though she was ashore! A week's worth of rainwater filled the main forward bilge to an alarming degree. Michele said it was coming through the main forward bulkhead yet the berth itself was perfectly dry, the mattress itself was perfect, as were the supporting timbers. She was right, of course, as I found when I stripped everything out of the cabin. Inside the chain locker on the forward deck was a plough anchor. Over the years its sharp nose had evidently snubbed away at the bottom of the bulkhead until it produced a small hole. ....

Also included in the file sent to YM: extract from newsletter:

From Martin Turner who's boat is for sale well within the price of the YM. USED BOAT GUIDE (Liveboard cruisers),

I was quite active in the association when Tom and Mary build my 8 metre and then my 9 metre PENNYROYAL OF WESSEX. I am still a member. (I also once crewed a 10 metre delivery trip to Gibraltar with Mary.) PENNYROYAL was one of the last few Tom Lack boats and John Lack custom fitted out the whole interior in teak for me. She is also one of a very few, I think, that has a white hull. (For Med. sun) Later I sailed away in her with my wife and two young daughters to show my children how other people in the world live (and also to introduce them to their father who was rapidly killing himself running a crazy business in the

West End and never at home till heaven knows when...). We had to come back after two years for GCSE coursework and since then Pennyroyal has been in Cyprus, Turkey or Greece. Very sadly, I have reached an age where my wife doesn't like seeing me dangling on the end of a cruising chute so we have to find a new home for Pennyroyal.

To date we have not received a reply from YM.

---

This old article from Dave Thomas is relevant today member's comments would be appreciated.

## THE 'F' WORD

During our extensive refit, we somehow acquired, two three way top loading refrigerators. They both worked perfectly on mains or gas, but clearly required a good deal of amperage when 12 volt operation was called for.

We thus decided to research the subject of refrigeration before building something more comprehensive into the boat. Everything we read stressed the importance of efficient insulation. We visited several companies who supplied suitable components and insulative materials. One thing became quite clear, it was going to cost a good deal of money, time and effort.

An entire locker space below a pilot berth was sacrificed for the project. By so doing we were able to construct a box surrounded by five inches of closed cell foil faced insulation. It was made top loading and sealed off by a large ex mdge door with extra insulation added to the inner face. Below this were two horizontal sliding clear perspex panels which would *help* first see into the interior and then retain cold air whilst delving into the contents. It offered a capacity of 80ltrs, being within the claimed operating capacity of the cooling unit, The interior was neatly finished with cold room lining material and great care was taken in the construction of a duct leading from the cooler unit air intake to a bilge which contained the water pressure accumulator and several water way junctions. We thought this would give the cooler unit a head start as it seemed to be about the coldest space available in the many bilges to be found in our 9mtr. Catalac AKU-AKU. The finished item looked rather like a scaled down chest freezer.

The instructions and diagrams supplied with the Supercool unit from Sweden were followed to the letter. The project took five weeks to complete. It included a very impressive looking remote control panel with flashing L.E.Ds. Adjacent we fitted an electronic thermometer, its sensor having been inserted into the fridge below the cooler unit.

Shoreside boatyard pundits, meantime, having learned of the works in progress, made derisory comments and had nothing good to say about "Pelltior effect" cooling systems suggesting that no more than a five degree difference from ambient temperature could be achieved. This characteristic coupled with appalling consumption of amp/hrs would ensure gloom doom and despondency they said. Undeterred we pressed on preferring to believe manufacturers claims.

Having completed the project we switched on and waited. It worked perfectly, it was quiet and the internal temperature fell to the preset, Butter, milk, meat, wine beer etc, were all swallowed by our fabulous fridge. We felt it unlikely we would ever have need of dry ice or ice cubes placed in the bottom as an alternative means of operation. Our battery charger connected to shoreside mains showed no signs off lagging and all seemed well.

Sea trials in the Solent and around I. O .W. came next. A combination of our Rutland wind generator and two solar panels seemed to keep the battery bank up to scratch. Inevitably there came a few days of little sunshine and no wind. The need for careful monitoring of the battery state began to rear its ugly head. It was not long before a larger alternator and a Sterling regulator were deemed necessary thus again delaying our sailing date. There had been so many delays that we often wondered if we were ever going to escape. So did many friends and relatives and we are sure they were quite shocked when we finally sailed. Meantime our other two fridges had made good value on the second hand market. We felt quite smug about it and indeed bragged that it had virtually paid for the super de- luxe installation we now had.

So we said our final goodbyes and left Chichester for the French canals via the Dover Calais route. Adventures began fairly early on and we were kept quite busy. The story of our journey through France would fill a book. The fridge became an accepted part of the ships gear, it worked well and gave no trouble. So much for the pundits we thought!

Arriving in France much later in the year than intended, we pressed on with the intention of getting as far south as possible. We coped with all sorts of incidents, negotiated awesome tunnels huge locks and amazing viaducts, rescued a stranded boat, waved happily at peniches, fishermen. ducks and other boats. It was all part of the adventure as we became used to yet another change in our way of life. We began to absorb some of the ambience of La Belle France and its people. We reached Beaucaire and were offered a fine berth alongside a pontoon with a limited supply of free electricity. All this time, the fridge gave no trouble. Nor did it throughout the winter.

Spring arrived, temperatures improved and we departed Beaucair our intention being to take a leisurely cruise along Canal du Midi before rigging our stick and heading off for the Greek Islands. However we had grown accustomed to the leisurely way of life in France and so found ourselves in no hurry to move on from one mooring spot to another.

As the temperatures rose we found ourselves fighting a losing battle with the electrical supply demands of the fridge. Our natural energy sources were unable to cope, necessitating long engine running battery charging periods. Unfortunately it became imperative to charge in the evening to ensure that sufficient power was available overnight. Often it was

necessary to run again first thing in the morning. We realised this was somewhat antisocial and found ourselves searching out secluded spots where we would trouble no one with our noise. However, for some reason our boat is a magnet, and wherever we moored, others would surround us. We do not regard ourselves, or our boat as particularly attractive but it was a fact that we seemed to be something of a Pied Piper particularly to hire boats. One such skipper was once so anxious to moor close by that he leapt ashore without his bowline. Unseen by us he watched helpless as his forty-foot cruiser made off down wind. His wife, still aboard apparently could neither start the engine nor heave the mooring line. By the time he had knocked us Up asking for assistance his vessel was in danger of careering over the weir which lay in wait downstream. We took him aboard, cast off and chased after his boat.

Coming along side we put him aboard and stood by. He made it to the conn., started his engine and shot off to the next lock without even a thank you!

It was not necessary to charge our battery after that escapade and the fridge made it through the night without shutting down for lack of volts. The battery charging problem was rapidly becoming worse as the year advanced and temperatures rose. We developed a real paranoia as the battle to maintain adequate amp/hrs became more desperate. Often, waking at six, the low battery warning light would be on, necessitating an immediate engine run or risk loosing the entire contents of the fridge. The average internal temperature gradually rose until we began to wonder if the fridge was having any effect. We had already halved its capacity by inserting a spare block of insulation in the centre. Meat, milk, butter, escargots went to the end where the cooler unit was fitted, whilst things of lesser import such as beer and dog food went to the far end. Next we bought a brand new high capacity battery and by altering the wiring slightly, dedicated it to fridge supply and sole receipt of solar and wind generator charging. It made no appreciable difference. It was at about this stage that we realised that our once wonderful device had degenerated to having become the 'F' word. It had become our cat o nine tails.

Following an unfortunate, unhappy and damaging encounter with a very large peniche, we were obliged to stay at Frontignan for somewhat longer than intended whilst effecting repairs, The local L.A.s who have been there years made it clear that we and our frequent engine runs were not welcome. We left under a cloud. "***Get yourself a gas fridge***" they ***shouted***, we had already started looking! Damitt how stupid had I been selling off the two we had in U.K, We went to chandlers camping shops, car boots, flea markets, breakers yards etc. an the time behaving like a scurvy ship. *Why don't you use your 'genny' suggested one bright spark! Well, simple, it makes 20 amps, the engine makes 90!*

One Sunday morning we cycled from Agde to Marseillon Plage and walked all round the massive car boot sale which is held there weekly. Not a fridge to be seen. Just as we were leaving. a stall holder produced from his van, a large white box and set it down on his display table. Trying hard not to appear over interested we casually sidled over. It was exactly what we were looking for, top loading and clean as a whistle. It contained a stuffed polar bear and the Frenchman explained that he had been resident within for some years. ***Combien le prix sil vou plais M'sieur ? 200 Francs (£20). II Marche tress bien nest pas? Oui oui, tress tress bien!*** There followed a deluge of French explaining everything to do with it's history. We smiled knowingly and passed over the money.

Some how we loaded both fridge and an earlier purchased playpen onto the rear carrier of my bike and cycled precariously back to Agde where we had been hiding in the bank side for some weeks. Our puppy dog was not impressed with the playpen. well what else could it have been intended for. ? The fridge was turned upside down and encouraging gurglings were heard. Next day we cleaned its gas jet, checked its integrity in general and discovered from its serial number that it was probably very old. We fired it up in the cockpit and waited, Fifteen minutes passed before I could no longer resist the urge to inspect the interior. The resident polar bear soon found him self evicted, for oh what joy, it was cooling down! A few hours later we transferred the contents of the built in unit to our newly acquired gas fridge. We turned off the Peitior effect monster for the last time and felt greatly relieved. After a few days the gas fridge began to warm rather than cool its contents. The fault was quickly and easily remedied, It turned out the chimney tube insulation needed reorganisation. 'Thereafter it became super efficient. ice formed on its cooling unit and we thankfully stopped running our engine and feeling like lepers.

I contemplated transferring the gas cool down system to our built in fridge. Somehow I could not bring myself to dismantle our new acquisition, so well did it function, but it took up valuable space and should have been installed where the built in one was, It took only a few hours with a hammer chisel and scraper to destroy five weeks of work.

The vacant space thus created accommodated the fridge very neatly and left additional space adjacent for the storage of fruit, veg. and beer. We have not looked back since. To those pundits who decry gas systems aboard a boat I say ***rubbish***, it will only be dangerous if you allow it to become so and you are in charge of that! We test our system frequently, we have an embarrassingly sensitive gas alarm and have no fear of gas aboard even though I have more than once seen the appalling results of explosions. I have never seen or heard of one not the result of carelessness.

We do however shut it off overnight.

### **Here is our simple leak test procedure:-**

*First turn on and use a gas ring. Then turn everything off including your supply cylinder. This isolates a charge of gas under pressure in the supply piping. After one hour, turn on your smallest gas burner whilst holding a match or lighter to it. Do not turn on the gas supply at the bottle. The burner should light and maintain a flame albeit briefly. If not, then the pressure in the system has leaked out somewhere. Find it by painting pipes and joints with soapy water . Repair or replacement can then be affected.*

*Solenoid operated shut off cocks are available for fitment at the bottle end. We do not have one preferring to keep electrics out of this compartment. Gas flow bubble telltales are also available for insertion into the supply. These are intended to warn where a gas flow is evident even though all gas appliances may be off. All these and other gas associated items are available from Southampton Gas Centre who have everything you could need over the counter. However, if dealing with this particular outfit beware their swingeing twenty percent returned goods charge if you find you have over ordered or purchased something unsuitable for the purpose for which it was intended.*

The fridge has increased gas consumption by around fifteen percent. Its efficiency is almost comparable with a freezer. During high ambient temperatures we run a computer fan attached to the cooling fins to ensure an adequate air flow here. Such fans are readily available from computer repair centres and have a negligible electrical appetite.

We fitted a small flue to the gas chimney otherwise condensation could be produced and potentially poisonous flue gasses could remain on board. We made the flue as short as possible and took it out through a proprietary skin fitting.

Well I think I'll just dig out a nice cold beer and install a bottle of wine for tonight's dinner. I will be careful not to leave them in overlong however as they could turn out too cold even for the South of France.

---

The above article begs one to ask how do you keep your batteries charged while cruising?  
And how do you keep your beer and butter cool?. ED.

**From:** [terry.secretan](mailto:terry.secretan)

Hi Peter.

In the newsletter there is a mention of Aquila of Tamar. You (and the owner) may be interested to know that we sent details of her in 1992 by Mary Lack when we were looking for 8's. According to the brokerage details, she had just returned from a TRANSATLANTIC crossing. I think she was advertised as a 1981 boat. The port cabin extension into the cockpit was novel, but we decided to buy Norma Ann instead, largely because she was clean, standard and had almost new yanmars. Thanks for including the ad for CL.8. Norma Ann.

regards, Terry

Many thanks terry,

I am often asked by owners, if I know of any history regarding a particular Catalac.

We try and keep a check on serious accident damage, replacement engines or mast etc. and any other significant information. I see in last months newsletter the add for 8.128 Cyndicat is sold as an 81 boat, this only 2 numbers down from Aquila sold as a 86. Aquila is 81 not 86. ED.

---

E.mail: from Baggy-pipes wintering at St Jean de Losne on the Bourgogne France.

elo landlubbers

ope you both well it starting to get a bit chilly ere still wont be long now before we off again can't believe we been in here over 2 months already.

we are organising a new year bash as no one else seemed to be boverd--now they all want to attend.

managed to negotiate the free use of the local museum may sound daft but a good venue.

got it for free on the agreement i played the pipes for the town St Nicolas do, had to play in local church, then play for the mayor, all the local children & St Nicolas went onto a barge then down the canal & into the meeting hall. bit n\*\*\*\*\*ing but enjoyed it all on French TV & local papers, seems it's the talk of the town, a bit of a novelty it went down well so I did my bit for local community.

love to hear from you best wishes Toni n Elmsie

Toni, you bring a smile to our faces every time we imagine you kilted on the water leading the way blowing your pipes.

Hope Santa brings you some woolen knick-knacks to keep the chill from your baggy-pipes. ED.

Happy Christmas to you all from Peter & Sue C18.220 ME-AND-ER



