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Bobcat & Catalac Cruising Association

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Disclaimer

Neither the BCCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the BCCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the BCCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.

Hello fellow Bobcat and Catalac sailors every where.

May - June 2006

April we had our A.G.M. we start this month's newsletter with the report from Jeremy.

COMMODORE'S REPORT

2005 was a year in which the Association came to terms with it's new Constitution.

We now have audited accounts and our thanks go to Arthur Leeks for performing this task.

We have regular Committee meetings that are held in conjunction with our "Meet and Eats".

These proved successful being held at "The Gun PH" Key haven on 29th. January;

Also at "The Alverbank Hotel" Stokes Bay, Gosport on 26th. February and again after the sailing season at "The Duke of Wellington", Bute Street, Southampton on 17th. September 2005.

The increasing numbers attending these functions have been encouraging.

Two sailing rallies were held, one at Bembridge during the Spring Bank Holiday with a supper on the Saturday evening when twenty seven sat down at The Brading Haven Yacht Club.

During The May Day Bank Holiday in Poole Bay, meeting up with non sailing friends for lunch at the RNLI Headquarters in Poole itself.

My main thank you and by proxy from you all goes to our indefatigable Honorary Secretary and Editor of The Newsletter. Without his input The Association would cease to function.

The advice he produces free and gratis in each Newsletter is worth the cost of the membership fee we pay.

Peter we are truly grateful to you.

Jeremy Bretherton,

Commodore.

Many thanks for those kind words Jeremy, but the B.C.C.A. has moved on and without your leadership it could not have done so. You alone have plotted a safe course for us to follow. We are also fortunate to have an active committee to follow in your wake. We all have busy social and family lives that require both our time and effort. All we desperately need are more members.

The newsletter is reliant on stories and questions from members and, as such, I ask you all to help by informing us of your favourite anchorages, sailing holiday destinations and your experiences. We have received info about anchors, headlining, windows, engines, weather sites, from members in the past. All this is just what we need. Your experiences and knowledge gained are invaluable to others.

Through our "Meet & Eats" and rallies, members have made new friends and although most are not local they correspond by e.mail at regular intervals.

After yet another grey dark winter of mist, rain, gales, hail and even snow, being sailors, more than gardeners, we dream of Summer and hopefully we will have a long hot summer with clear skies and fair winds.

As you read this, I hope to be in France.

I haven't seen CL.8.220 ME - AND -ER since November last year and, as per usual, there will be a flurry of activity trying to get her ship shape and ready to sail back for the Bembridge Rally on the w/e 29th. April.

I am looking forward to seeing as many of you as possible at the rallies this year.

The Menu for Bembridge Rally at £11.00 per head.

- 1) Fresh Salmon s/w cream dill sauce.
- 2) Herbed chicken breast.
- 3) Steak pie.
- 4) Vegetarian Dish of the day.

All served with fresh vegetables and new potatoes.

To be followed by

- 1) Fruit crumble of the day s/w ice cream or crème anglais.
- 2) Fresh fruit salad s/w cream
- 3) Selection of cheeses.

Please text the number in your party and your requirements to Jeremy 07876 581 287 asap. Or leave a message at 01462 768240

May 2006 Events.

6th.MayWest Country Cruise to St Michaels Mount

Contact Peter Gimson by text only mob. 07971 808 777.

13th. May Midday "Meet and Eat" at "The Heron" Malpas.

With the choice of going alongside or anchoring.

For Malpas "Meet & Eat" text to Roy Wright Mob.O777 380 653 00
or e.mail: rmw@trueroschool.com

29th. May.....Poole Rally. Raft up on Friday or Saturday - followed by evening BBQ.

Sunday Lunch with proper food at the RNLI Headquarters followed by stroll round Brownsea Island for those seeking pleasant views and gentle exercise.

Please let Aleck know the numbers in your party by
e.mail: aleck@mq-sales.fsnet.co.uk or text to 07905 105 596

MINUTES OF THE ANNUAL GENERAL MEETING OF THE BOBCAT & CATALAC CRUISING ASSOCIATION HELD AT "THE GUN PUBLIC HOUSE" ON SATERDAY 8TH. APRIL 2006

After welcoming all those attending and expressing the hope that the formalities of the AGM would not take more than a quarter of an hour the Commodore formally opened the meeting following the agenda which had been circulated:-

1. The audited Accounts which had been circulated were formally adopted with no dissent.
2. The Commodore formally proposed that Arthur Leeks be re-appointed as Auditor for the year ending December 2006. This was seconded by Peter Gimson and passed without dissent.
3. After the Commodore had explained about the vacancy on the Committee Peter Gimson proposed that Tony Linford of "Jazz Cat" CL.8.123 fill the vacancy. This position was seconded by June Harvey and unanimously approved. The Commodore thanked Tony for allowing his name to be put forward.
4. The Commodore's Report which had been circulated to the meeting was formally received.
5. As no other notices had been received the meeting went on to consider the next item.
6. Any other business.
 - a) June Harvey expressed the wish that this AGM would act as the closure for past unfounded comments by Bob Freeman, against her husband. The meeting unanimously endorsed this wish.
 - b) The secretary proposed that the Association purchase the web page www.catalac.co.uk from Peter Denning, seconded by Rick Harvey and passed unanimously.
 - c) The Commodore proposed and seconded by the Secretary, to restrict the newsletter to ten issues a year to enable the editor to go sailing in the summer. Combining May/June and July/August issues was approved unanimously.
 - d) The Commodore agreed to enquire of RYA the requirements for affiliating the Association to the RYA.
 - e) After drawing the bottle raffle, which was won by Tony Linford, the Commodore closed the meeting.

Dear Peter,

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.

My wife and I have joined the ranks of small motor boat owners (Poole) and we do meet our Catalac brethren and exchange greetings and I am sure that will never stop. You and the others have done a splendid job in maintaining continuity in the Association and are to be congratulated. There is a sense of active association which is better, I believe, than ever before.

Well done.

Yours sincerely,

Martin Turner

**PENNYROYAL OF WESSEX
CATALAC 9M
BUILT AND LAUNCHED 1987
REGISTRATION (PART ONE) 712364
£23,000**

**L.O.A. 29.2ft 8.9m Beam 13.8ft 4.2m Draft 2.5ft 0.76m
Weight 3.6tons 3,700kg Rig sloop Sail area 420sq ft
Hulls and deck white GRP Lying Ashore in secure marina at Preveza, Ionian Sea, Greece**



PENNYROYAL is one of the last 'Tom Lack' Catalacs. She was built for me in 1987 and was home to my family for two years when we sailed from Christchurch to Cyprus. She has never let us down, then or in subsequent years in Turkey and Greece.

PENNYROYAL incorporates several features not usually found in Catalacs – white GRP hulls and deck

for the Mediterranean sun, opening port light from stern cabin into cockpit, lightly tinted windows and tan sails. The interior was custom built in teak finish throughout to a very high standard by John Lack. She is a very elegant example of this proven, reliable cruising catamaran.

ACCOMODATION

Large double berth (width extended at construction) in forward double cabin + single berth in forward cabin + single in aft cabin. Saloon converts to provide extra sleeping accommodation. Good heads, galley and navigation area. Carpeted throughout.

SAILS, SPARS AND RIG

Arun sails; tan-coloured furling
Orange and yellow cruising chute + snuffer speed winches
Dayglo orange storm jib with extra forestay (never used in anger)

Dutchman type slab reefing system + aluminium spinnaker pole

Rotogenoa on Rotostay
2 x Lewmar 30C 2

ENGINES AND STERN GEAR

2 x Yanmar 9hp engines
2 non-drip Deep Sea stern glands and new stainless steel shafts (2000)

Rope strippers on prop. Shafts

New cutless bearings
2 x 10 gal s/s fuel tanks

GENERAL EQUIPMENT

Gas cooker with 2 burners + grill + oven
Hot/cold water system with Paloma gas heater
12v and 220v power supply + charger
Eberspacher ducted air heating system
Tinted glass throughout, fitted curtains
Beige matching cockpit dodgers + sail cover
Passarelle: Windscoops: White helmsman's seat: Stainless steel boarding ladder: Fenders and warps
For added safety all deck cleats oversize

Electrolux fridge; gas/220volt
Cold shower on back platform
4 x new batteries, link switches
Electric cabin fans
Opening wheelhouse window
Beige sun awning with s/s frame

Lots of extras, esp. spares, charts, etc. Full inventory

NAVIGATION EQUIPMENT

Stowe log: Stowe depth sounder: Navsounder Windspeed and direction fitted 1996)
Autohelm 3000 Automatic pilot with additional remote control Husun 65 VHF
Lokata RDF and synthesised receiver (VHF to SSB) Clock and barometer

SAFETY EQUIPMENT

Bilge pumps electric and manual
Firdell Blipper radar reflector
Gale-rider sea drogue with warp (only used once in practice)

Submersible high capacity roving pump
Search light
Dan buoy

GROUND TACKLE

15kg Bruce main anchor, 35 metres chain + 50m rope rode;
22lb Danforth kedje with 5m chain + rope rode

Lofrans manual windlass

You can be sure that wherever Pennyroyal goes, the new owners will be encouraged to join BCCA. I would wish to stay a member, if only to keep my association with a boat that gave me two of the best years of my life (and my children's lives, apparently).
I am attaching a photo. I have many more...

Contact Martin Turner:- Mob.07973 752173 e.mail: martin-turner@theparrot.demon.co.uk

For Sale

Catalac 9m Catamaran 1976.

Hulls "peeled" and replaced using International Gelshield 200 epoxy, professionally carried out, November 2000 – June 2001. The interior of the cabins have been relined. The rigging was replaced, cushions and mattresses recovered and reconditioned 2 Volvo 2001 diesel engines with "S" drives. Out of the water at present and having anti foul applied before putting back.

On Ryanair route into Perpignan/Gerona etc

Ready for the 2006 sailing season in the Med with a marina berth!

Canet Marina, Perpignan, France.

GB22,000 for a quick sale.

(UK) 01296.662505 bwb@bwarden.freeserve.co.uk



Mast Lowering And Rules Rules Rules.

Peter ref the mast lowering article

The easyreef system adds weight to the mast and more importantly cuts away the rear section of the tabernacle and as such weakens it at the crucial pivot point when lowering.

I strengthened my tabernacle by adding ribs from just below the pivot point all the way to the bottom of the tabernacle - strengthened it considerably (I then had it re-galvanised)

The article on gas installation proves how stupid the system is at present. The British Waterway has some "Safety" ideas that are nothing short of barking madness, and I have no intention of subjecting myself to their very changeable ideas on what they want.

The rules on silver solder are because of the risk of fire melting the silver solder and thus releasing gas into the problem - if there is a fire on my boat that is so hot that it will melt the solder on the gas line I am either already dead or will have abandoned the boat anyway.

They have the same rule for glass water traps under filters - the glass might break in a fire etc etc. How about the fact that without it your engine may ingest a load of water at a moment that puts your safety at risk - which is the higher risk, which is the more likely. I cant believe these clowns have done a proper risk analysis, Much more likely they are massaging the rules so that higher management can realise that they are doing such a fine job. grrr

Mark

I receive many replies from members to the newsletter articles, and yes, yours, unlike many are printable! In the draught copy of last month's newsletter I also mentioned the rules regarding both water and fuel filters, but decided not to include them. What is really lacking is common sense. Although not strictly correct, for both the members and I the old saying ignorance is bliss has an awful lot going for it. ED.

Now is the time of year when our boats are being launched in readiness for our summer cruise, we now join Déjà vu & Mutineer on their holiday:

This year was almost a carbon copy of last year, only more so - same boat, same crew, same weather and included getting a gale at the same place on the same date as last year.

We took a few days going south and visited Gigha which is to be highly recommended for its beautiful hotel and sub tropical garden, friendly people and an anchorage of golden sand and such crystal clear water that those of a nervous disposition (me) can inspect the anchor by looking over the side. Back north via Tayralich and McCormaig isles and called Peter Thomson in Catacaos on his way to the Crinan canal in convoy with two other boats. We anchored and they came alongside for a bumpy chat and arranged to meet later. He locked in and sailed on to Ardfern and drove down to Crinan to be splendidly fed and watered, by the Irish who took catering for 6 more people in their stride both effortlessly and charmingly.

We were delayed for a day or two until our missing crew member (my wife Ann) scoured Aberdeen for her lost cat of the furry variety. Endless phone calls persuaded her to leave the searching to some friends and she arrived in a state of some distress; So we motored down to Crinan and tried to console her with a meal ashore.

The next day being calm and sunny, we headed off for Iona - timing was dead right for slack water at the notorious Corrievreckan, so crossing fingers, toes and legs we opted for this route. We'd never been through before and were highly nervous but apart from a clapping tide at the approach the channel was calm. It's hard looking back to convey your feelings about a trip like this - it took every ounce of resolution to go that way and we were in a state of hyper-alertness, so it was a considerable but welcome anticlimax for it to be so uneventful.

Our crew are a literary lot well supplied with local guide books and pilots and persisted about reading horror stories about boats disappearing without trace etc. It all helps to keep the helmsman and navigator glassy eyed and clenched jawed while taking the boat through.

We got southerly gale warnings on the way to Iona but were able to anchor temporarily for a look around at the Cathedral. The peace of the Island was being shattered by extensive construction work on the jetty where some wit on the work force had a notice advertising "holy Iona sand 50p a bag" on the building supplies. We motored across to the Bulls Hole in worsening weather and saw "Moon Drifter" in a sandy gut at the south end. He shouted us in, so we joined them. The gut dried out eight out of twelve hours, and being aground turned out to be a good way of spending the next two days while the elements raged. Moon Drifter left after two nights but the sight of him being bounced about persuaded us to hang on for another day. Incidentally while we were demolishing each others supplies of liquid in the evenings he promised to take the belisha beacon off the top of his mast this winter.

We telephoned home and got the news that the missing cat was back, which cheered Annie up no end, and we set up north under jib alone until we were under the lee of Staff, then hoisted the main and shot up to Tobermory at 8 knots. "Moon Drifter" and "Lazy Daisy" were there, so we entertained them by dragging our anchor around the bay a few times to the accompaniment of advice, abuse and hysterics. Both "Lazy Daisy" and us are expert anchor draggers, we both dragged the danforths several times last year, bought Bruce anchors last winter and dragged these this year - mainly in weed. The situation seems to be that if you drag even a small bit when anchoring it's essential to up anchor and try again rather than assuming that things are ok. I think this is because scoop type anchors like the bruce and danforth have no way of clearing the gripping surface (on one occasion we found a small boulder exactly fitted in the jaws of the bruce when we lifted her upon deck. The CQR probably does not suffer from this problem since its shape and action would allow it to clear, but watch your fingers as it swivels.

The next day we set sail up Loch Sunart in a F 6 and pouring rain. Its smashing how interesting the very people who were anxious to sail that day can find their novels once at sea. Anyone trapped at the helm can spend hours without relief in more ways than one. The next day in sunshine we sailed to Puilldobhrain, anchoring en route to visit the spectacularly situated Duart Castle (used in the film "when the eight bells toll") Puilldobhrain has aquired such a reputation as a quiet, safe anchorage that its

getting more like Picadilly Circus and there were over thirty boats in including Aku Mor. The weather continued to deteriorate but some light relief was provided by listening to Jim from Aku Mor on the radio sympathising with a fellow who'd called him up whose burgee had blown away. How he kept a straight radio voice we'll never know. The crew of Mutineer were having mild hysterics. The next day we were marooned on board in heavy rain and were running out of other diversions so turned to Poetry.

Ode to the West Coast

My bum is numb from sitting still the weather can't get worse
There's not a flaming thing to do except compose some verse
It's absolutely hissing down, forces 6 and 7 roar,
Annie's fags are getting low we'll have to go ashore.
It's hard to make a move and get some exercise
We can't do that and stay dry, the dinghy may capsize.
Oh cruising is the thing to do if you take along your wellies
And just think if we'd stayed home we could have watched the tellies.
My Annie she is the lucky one, for she is going 'ome to-morrow
The rest of us have ten days more, oh woe, oh grief, oh sorrow.
At least we've stacks of whisky and a glass to put it in.
John will have to make a change he's running out of gin.
The line above is not quite true tis called poetic freedom
John drank the last drop yesterday and today is when he needs some,
He has been a boozer now since nineteen twentyfour,
And drinks all things alcoholic so long as they will pour.
He once drank whisky for breakfast in Tobermory Bay,
And followed it with cold curry - which bought the wind of the day.
Alan's just made a pot of tea and Diane's just had a nap
She says why don't you pack it in, tis all a load of cr.p
Maybe we will send it to see if tis fit for print
Although they almost bound to say it int.
And although towards the end it don't seem to rhyme
So use your loaf and see if you find a rhyme in time."

Well sorry about that but its better out than in as they say!

When the rain finally stopped we managed to have a chat with Jim and Judy and look at each other's photos of the last rally - what a let down since that auspicious start to the season. Are well back to Ardfern to drop off three permanently, and one temporarily (me) and collect two.

Alan took the boat north for a couple of days then I rejoined and we went south again. Another visit to Gigha, a night in Jura with a spectacular anchor drag which occurred and penetrated my consciousness just as I was blearily getting the 06.30 shipping forecast. Then on to Crinan where we celebrated Jean and Robin's anniversary with a superb meal and numerous bottles of wine uncorked mainly by will power and a broken corkscrew.

Back to Adfern to clean up and clear off for a while. A late heavy and superb meal followed by the demolition of the remaining bottled sunshine and a death like sleep. This was shattered by one of the crew having a nightmare and screaming and beating on the hull. Alan and I found ourselves on deck in the pitch black, neither knowing how we had got there or if we were on the rocks or repelling borders - our nerves jangling, pulses racing and nothing happening!

None of us slept at all for the rest of the night and many Rennies were consumed.

Maybe a screaming fit was not a bad way to finish off this cruise!

(We enjoyed it - really)

BOBCAT and CATALAC ASSOCIATION

Income and Expenditure Account for the 16 months to 31/12/2005

INCOME		EXPENDITURE
Subscriptions	2029	Newspaper
Donations	274	Postage
Advertising	175	
Bank Interest	7.31	
Raffle Proceeds	27.5	
Totals	<u>2512.81</u>	Totals
		<u>£2,877.44</u>

Excess Expenditure over Income £364.63

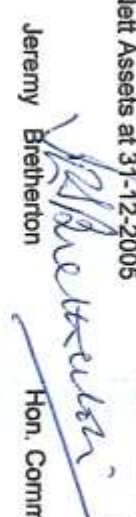
£2,877.44

£2,877.44

BALANCE SHEET		Represented by	
Assets	Cash	Nett Assets a 31-8-2004	Per Accs
	Current Account	Add Adjustment	
	Deposit Account	Adjusted Nett Assets at 31-8-2004	
		Deduct	
Less Liabilities	Creditor	Stock Write off	
		Excess Expenditure	
		over Income	

Nett Assets	<u>475.5</u>	Nett Assets at 31-12-2005	<u>816.63</u>
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Peter Gimson
Hon. Secretary


Jeremy Bretherton
Hon. Commodore

I have examined the financial records of the Association and, from the explanations received, confirm that the accounts, as presented, are in accordance therewith.


Arthur Leeks
Hon. Auditor

06/02/2006

