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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

March 2007

NOTICE OF ANNUAL GENERAL MEETING ON SATURDAY 31ST. MARCH

To be held at CHICHESTER MARINA at midday.

NOTICE is hereby given that the Annual General Meeting of The Bobcat and Catalac Cruising Association will be held on 31st. March 2007 to conduct the following business :-

1. To receive and consider the audited accounts for the twelve months ending 31st. December 2006.
2. To appoint Theo Hargreaves as the auditor of the Association until the conclusion of the Annual General Meeting for the year ending 31st. December 2007.
3. To elect one member to the association Committee in place of Bob Freeman who retires by rotation in accordance with Rule (3c) of the rules of the Association. Bob Freeman is eligible to stand for re-election and wishes to do so.
4. To receive the Commodores report on behalf of the Committee in accordance with Rule (5d) of the rules of the Association.
5. To transact any business of which Special Notice has been received.
Special Notice has been received to alter Rule (3a) of the rules of the Association to read as follows :-
A Commodore may serve in that capacity for one year and be eligible for re-election thereafter but shall not serve as Commodore for more than four consecutive years.
- 6 To elect a member to the office of Commodore for the current year.
- 7 Any other business.
This item is included solely to afford members an opportunity for informal discussion. Any matter raised cannot form part of the official business of the meeting nor may any formal motions be proposed.

Proxy Votes: A member unable to attend is entitled to appoint a proxy to cast his or her vote in the event of a poll. Proxies which will only be accepted on the form provided and which are obtainable from the Hon. Secretary must be received by him no later than 11.00 hours on 30th. March 2007.

February 2007 BY ORDER OF THE COMMITTEE Peter Gimson Hon Sec.
(1) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

This month's 3rd. of March "Meet & Eat" at 'The Gun' saw 21 members enjoying the company of other like minded souls. The weather the night before being awful to say the least, Saturday dawned with the arrival of a beautiful warm Spring like day with clear skies. Encouraged by the weather many members took a stroll to look towards Hurst Castle and the Solent. With thoughts of the enjoyment to come later in the sailing season we entered the Pub just before midday. Much chit-chat and an excellent meal, later an informal meeting was held during the afternoon lasting about five minutes by those committee members present to agree the arrangements for the AGM. on the 31st. March.

Forthcoming B.C.C.A. Events 2007

31st.MarchA.G.M. at Chichester Marina at midday.

Please let me know the numbers in your party by **e.mail or text to 07 971 808 777**

4th.May – 6st.May..... Rally at The Folley IOW. on the Mayday Bank Holiday weekend.

Contact Bob Freeman by e.mail;> bobatlongleaze@aol.com or text to 07767 605 631

25th. May –27th.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

September's.....Boat Show "Meet & Eat" will be held at "The Duke Of Wellington"

Bugle Street, Southampton, SO 14 2AH at 7.30pm. on the first Saturday of the Southampton Boat Show. All members and guests are welcome. It will be good to meet up with old and new members, but please let us know the number in your party so we can ensure seats for all. Remember it is the first Saturday of the Southampton Boat Show and space will be of a premium.

We will need to know the numbers for this event so please let Jeremy or peter know in advance.

.....OWNER'S MOD.....

From Martin Minter-Kemp 9-191 " ECHO"

I would like to make the suggestion that with so many members sailing Catalacs, often over 20 years old, there must be a wealth of modifications and improvements which could be of value to us all.

We brought Echo in Cyprus and sailed her back home via the Grau du-Roi, Canal du Rhone a Sete and the Canal du Midi, we can recommend the Grau du-Roi in the Med, with mast-stepping at Aigues-Mortes.

AIDS TO THE ELDERLY

Advancing years and the need to have shade and shelter from the elements when afloat tempt me to list 'aids to the elderly' in the hope that others may be encouraged to modify their 9m Catalacs for a more comfortable life at sea.

The doghouse is covered with a marine ply deck, extending aft over half the cockpit and outboard six inches, with an 'eyebrow' forward. A 50mm ss tube supports the aft edge of the roof, providing a useful handhold in a seaway. A light plywood bulkhead encloses the conning position with an entrance door

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offset to starboard, both glazed to match the existing windows. This extension to the saloon has revolutionized the comfort and shelter both at sea and at anchor. The entrance hatch/door can be left open all the time with 360 degree views. The existing wheelhouse windows have been replaced with safety glass and a Land Rover windscreen wiper forward.



On deck we have been able to improve the appearance of the doghouse by taking the roof outboard by five inches and aft by three feet. A 15 stone crewman is able to walk on the rooftop, an opening hatch also allows the helmsman to sit on the roof and steer with his feet! There is also ample space here for life-raft stowage and solar panels. The plan now is to fit roll up awnings along the under side edges of this deck so that the cockpit can be completely enclosed.

Engines:

Our original **engines** were single cylinder Renault diesels rated at 7.5hp, they were reliable but very noisy and under powered at 4.5 knots flat out in calm water. Raw water cooled, I believe they were designed for cement mixers and were certainly miserly on fuel at 0.51 per hour apiece.

"ECHO" is now fitted with a pair of **Beta 13.5hp** diesel engines and with **folding Propellers**. These have transformed the performance both under power and sail. 6.1 knots from a single engine at 3000rpm driving a 2:1 reduction and a 14in diameter two bladed propeller. Under sail I reckon we are at least half a knot faster over the previous fixed pitch screws.

An added advantage is that with the engines diminutive size, with its shallow sump it gained us nearly 6 inches vertical height space over the Renaults, we have been able to re- install the cosy port quarter berth cabin. So quiet are the Betas that we are not bothering with sound proofing now. The flexible feet and shaft coupling, included in the price, probably contribute to the sewing machine sound characteristics that we now have.

Other additions:

Stern quarter pulpits, allowing a mast for a wind generator and supports for a stern platform offering room for inflatable dinghy stowage and bathing platform.

Electric anchor windlass. Solar panel on extended roof. Liferaft ditto.

Fully battened mainsail and foam luff genoa – both from Hong Kong.

Calorifier from port engine. Radar, Lowrance plotter, yeoman plotter, AIS radar, DSC VHF radio.

We are now experimenting with LED tricolour mast head lights, homemade and a fraction of the cost of chandlery items; so far with encouraging results.

What we need now is an inexpensive self-steering wind vane. Can any member help with this enquiry?.

***Martin & Bunny Minter –Kemp
Golant, Fowey.***

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Hi Martin & Bunny,

I hope someone with knowledge regarding wind vane autopilots can help you with your enquiry.

We wait with interest with regard to your LED experiment. ED.

We were going to continue from last month with ME-AND-ER's 2006 summer cruise:

But both the admiral and I have been too busy to put pen and ink to paper, so we join **Magic Carpet** for their adventure in the warmer climbs of the Cook Islands off New Zealand.

Suvarrow

The Cooks is a country of 15 islands situated between French Polynesia, Samoa and Tonga. Once a colony of England, it is now a "Free State in Association with NZ" which gives the Cook Islanders, NZ citizenship - and a lot of aid.

The islands are spread North-South across the East-West sailing (Trade Wind) route. They are all pretty small and their total land area is only 240 sq Kilometres, which is scattered over 1.83 million sq km of Pacific Ocean - there is a lot of empty ocean in between. The total population of the Cook Islands was 19,000 at the last census in 1996 and a large proportion of the population continues to migrate to Cairns, Australia, or to NZ. There are now more Cook Islanders in Cairns than their own country! The reason for this is economics. The islands are beautiful, but there is not much work. Friends, who visited Penrhyn Island 200 miles north of Suvarrow, found that, whilst in the 1996 census there were 600 people living there, only about 300 remain. They just walked away from their houses and migrated. There are some pretty cheap houses in this remote island paradise.

Because of the N-S orientation you can only visit one island, or atoll, unless you have a lot of time to spare.

Our original plan was to go to Raratonga, the principal island and "capital", (population 11,000 in 1996, 8,500 now), but the weather dictated that we stay as far north, as possible, this year, on account of the 'lows' streaming across from NZ about the latitude of Raratonga. So we chose to go to Suvarrow, a national park atoll, with a population of 6 - John (the Park Warden), his wife Veronica and their 4 young sons. This island was the subject of a book, "An Island to One Self", by New Zealander Tom Neale, who chose to live there by himself in the mid 1900s.

Because there is no significant population and no way of getting here except by boat, the lagoon is pristine - about as near to a desert island paradise as you are going to get.

We set sail from Bora Bora, French Polynesia, for the 600 miles to Suvarrow. The morning we left, with a fair wind, Chris started to get a sore throat and flu symptoms, which soon precipitated sea sickness, even though the weather was not really all that bad. We can handle this okay, because MAGIC CARPET is very easy to sail and so Chris can lie about, feeling pretty poor, whilst Karyn keeps things going.

Our tillers are made of stainless steel and we have a bracket welded to one of them for the attachment of the autopilot. To our astonishment, this bracket just broke off and fell on to the back step. It must just be 10 years of push/pull stress that fatigued the weld. Now we were faced with 500 miles of day and night hand steering.

Hand steering is the pits at any time, but across hundreds of miles of featureless ocean all day and cloudy night (no stars), is just no fun at all - even when you are feeling well, but feeling seasick, the prospect drove us into determined action.

Crestfallen after two unsuccessful "brainwave" attempts to jury rig an attachment, I (Chris) gave up and lay down in the saloon to nurse my seasickness, whilst Karyn hand steered. (This cruising business is not always fun!) Whilst laying there feeling nauseous, my mind was trying desperately to come up with a solution, other than hand steering for the next 4 days. Then I remembered a piece of sheet stainless steel that I had for something specific, but had never used. Like a man possessed I commenced bending and drilling in order to make a bracket strong enough, with the attachment point for the autopilot dead centre of the range of travel of the drive ram. We stopped the boat and with Karyn holding a torch, I was drilling and fitting this new bracket into the night. By 9pm it was finished and I connected the autopilot ram.

It would not steer in a straight line! Seasick, angry and frustrated I declared "**** that's enough, we are going to bed!" we hove to (stopped the boat), put on the anchor and deck lights (so we did not get run down) and went to bed.

MAGIC CARPET, the wonderful little boat that it is, dutifully drifted along the correct course all night. By morning we had made 12 miles in the right direction.

Feeling refreshed and expecting another frustrating day, of Karyn hand steering, I set to work to solve the problem. The first thing I did was routinely changed over the autopilot drive ram to the spare. To my astonished delight, IT WORKED! The main ram (with Murphy's help) had chosen that precise time to malfunction and may even have been the reason that my first two attempts did not work. Our spirits lifted, we were on our way again. This is certainly a life of contrasts!

We slowed the boat down to time our arrival, at Suwarrow, for daylight. It was a rainy day, which makes seeing the reef and coral heads difficult, so with Karyn perched up on the mast, our friends waving a greeting on the windward side of the island, we coned our way through the pass and into the lagoon.

Because of the continuing bad weather there were nearly a dozen boats held up here waiting for a weather window, for moving on.

It was lovely and calm in the anchorage, in the lee of this picturesque island with fringing blue green reef, a smudge of sandy white beach and swaying palm trees.

The seabed in the anchorage was cluttered with coral heads, which are great for snagging your anchor chain. Apart from the coral heads there were many areas where the coral came right up near the surface in large "Bommies", or patches of reef.

We use chain on anchors, not for strength, but for weight and protection against chafe on coral, or rocks. The benefit of the weight is two fold. Firstly it causes your line to the anchor, to droop and the weight provides shock absorption, as you pull back on it. The second is that the droop (technically called catenary) keeps the angle of pull on the anchor low down to the seabed. The problem with an all chain anchor line, is that if the chain loses its droop and straightens out, it has no elasticity and creates a jarring action, which we call snatching. Snatching is hard on the boat's fittings. On catamarans we connect to the chain with a long bridle of stretchy rope, which provides additional shock absorption and on monohull yachts they use a rope "snubber" - a length of rope for the last metre, or two.

The lagoon at Suwarrow is about 8 miles across and has one reasonable size island, Anchorage Island (about 1/2 mile long and a couple of hundred metres wide) and a few smaller motus (islets). The island runs N-S, which with the prevailing ESE trade winds provides a protected anchorage. The lagoon is an area inside the surrounding coral reef - where the volcano has long since subsided leaving a deep depression in the centre of the surrounding fringing coral reef.

The anchorage, is fairly deep- about 16 metres, except for a ridge, which has about 3-4 metres of water over it. Now here are two choices. You can anchor in the deeper part, but if your anchor chain gets snagged on a coral head, it could be difficult to free it, unless you have scuba diving tanks. However, if it does snag, you still have a reasonable distance of chain to provide some shock absorption. If you anchor on the ridge, there are more coral heads, but you can see them, which makes it easier to untangle. However, if you snag a coral head close to the boat, then you may have only a short length of chain between it and the boat, which will cause you to "snatch".

We chose to anchor on the ridge.

That afternoon we went ashore to check into the country and meet John, Veronica and the boys. Tying our dinghy along side a rocky jetty we met a strong looking man, bare-chested with a broad friendly grin. His son was helping him clean some freshly caught fish and a pet Noddy Tern was perched on a dinghy waiting for tit-bits. This was John, the Park Warden with his eldest son Jeremiah. He immediately offers us some freshly caught Grouper and says he will drop it over to our boat. What a welcome! We walk over the white beach where Tom Neale used to catch Parrotfish and follow a sandy path cooled by the canopy of coconut palms, which leads to a series of buildings some in a state of disrepair. We walk over to a new house built on stilts shaded by too huge breadfruit trees and meet Veronica, John's wife, Jonathan (8) and the twins, Augustino and Giovanni, (5). They are seated around a large dining table on the platform under the house that serves as a lounge area and kitchen, as well the "Suwarrow Yacht Club". This is an area that would come to feel like home, where many a potluck, singalongs and long languid chats take place. Veronica takes out a large book and enters our names and boat details, giving us an official receipt for our \$50 US as National Park Fee.

John and Veronica are Cook Islanders from Raratonga. A couple of years ago whilst planning to go to Australia, or NZ, to find work, they saw an advertisement in their local paper, for "Caretaker/Park Warden" on Suwarrow. It is just a 6-month job, as it would be too dangerous to stay on Suwarrow during the cyclone season, and there are no yachties around. This is their second year and they love it. Veronica home schools the boys who have a beautiful, natural environment in which to play.

The purpose of having a warden is to maintain Suwarrow, protecting it against illegal Korean fishermen who are known to come during the cyclone season and take turtles, ray and shark. When Tom Neale first visited the island Cook Islands fishermen, from neighbouring islands had built a substantial dwelling, a well and a large garden. The foundations of a church had been laid in the early 1900's but never built. After reading Tom's book, some romantics have taken on the dream and sailed there with the idea of being a Robinson Crusoe. The Cook Island Government made the island a National Park and put a warden there to prevent the unspoiled atoll being ruined by too much human habitation, or being claimed by squatters. The islands are hosts to a great variety of bird and fish life. The fee collected from the few yachts coming through barely covers the running costs. As yet it is still unspoiled although little can be done about the foreign fishermen, in the cyclone season. The only coast patrol boat available was, as we speak, in Australia being fixed.

The kids are keen to show us around and take us 100 metres along a path, which leads to the opposite side of the island. This is the narrowest part of the island and Jeremiah shows us where he spears the Parrotfish that flash blue and green in the clear shallow water. We could just imagine Tom Neale using this same path and seeing the same fish. The boys show us their pet giant coconut crab (about 12" across) that they keep in a cage. They handle the crab with expertise. These crabs are now endangered as they make too good eating. We promise to come back tomorrow with Chris' guitar and Karyn's harmonica to teach the kids some songs and for Karyn to do some washing at the well.

That night we invite our friends, Peter and Margaret from SANDPIPER to share our fish Paella.

About 10.00pm, Peter and Margaret returned to their boat and we noticed the wind which had shifted to the south, was blowing about 15 knots. Once the wind goes out of the easterly quadrant, we get no protection from island.

By 11.00 the wind had risen to about 28 gusting 36 knots, the waves were building and the boats were jumping around, like restless dogs on a chain, in 1 1/2 metre waves. By this time most people were in their cockpits, warily surveying the scene and proceedings. Then over the radio we hear "This is SANDPIPER we have lost our anchor and will motor around until we can secure the situation." His chain had snagged and the snatching had broken his snubber line. His anchor chain flew out of the anchor locker so fast that he could not contain it, and then it snapped its attachment to the boat and was gone.

Peter, used to be a tugboat skipper and was good at manoeuvring his boat in congested spaces - and congested spaces he had. In the darkness and howling wind he motored trying to avoid other boats and bits of coral reef, whilst Margaret, retrieved another anchor and chain from inside the boat and put all the parts together.

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There was no moon, no stars, just darkness and the anchor lights of the boats tightly packed into this little anchorage amongst the coral patches. As Peter, frantically, manoeuvred his boat through the anchorage, in the rising gale, people would shout out above the howling wind, "don't go behind me there is reef" or "go hard to starboard, there is reef. It was a tense time, as Peter was dodging unseen coral reef and narrowly missing other boats. Then, "This is TARTUFO, our anchor has gone and we have no engine!" Now this was a problem. As the waves lifted TARTUFO and his chain was snagged around a coral head, it had snapped. He tried to start his motor, but it would not start. He was now adrift amongst the boats and heading for the reef along the beach. Whilst the skipper of TATUFO desperately tried to start his engine, others watched in horror, as his boat was blown directly towards them. Miraculously TARTUFO missed the other boats, before it hit the reef in front of the beach. Just as he hit the reef and lurched over, the motor started and with a moment's hesitation, a wave lifted him and he was off. - That is about as close as it gets!

Meanwhile, SANDPIPER was re-anchoring but had his back to a reef, so kept his motor going all night, in order to minimise the strain on his smaller spare anchor, until he could re-assess the situation in daylight.

TARTUFO motored out of the anchorage, to be clear of the boats and reefs and then spent the rest of the night motoring up and down, in deeper water, of the lagoon.

Things always look better in the daylight. MAGIC CARPET came through it all okay and we all inspected our anchors relative to the coral heads, the next morning, whilst a couple of yachties, who had scuba tanks went searching for and recovered the anchors for SANDPIPER and TARTUFO.

Despite the wind still blowing at 25-30 knots, TARTUFO sailed away from Suwarrow and on to Samoa, considering it safer to be at sea.

It continued to blow through the next night, but we had had time to check our anchors, were prepared and knew that we were secure. During the afternoon, the wind started to shift more to the East and by nightfall we were starting to get some shelter from the island. The next day dawned sunny and calm in the lee of Anchorage. We decide to go ashore taking the washing with us.

Going ashore is a like being at home. Under the trees are a number of hammocks and a woven gazebo where you can sit and chat. On the beach is a commemorative stone laid by a Russian research ship, in early 1900's. There is a large fisherman anchor half buried in the sand. At the end of the path to the house is a statue of Tom Neale with an inscription saying, 'He lived his dream.'

Karyn is taken to the old under ground cistern situated behind the vegetable garden, where she washes the clothes using the discarded casing of an old life raft, as a trough. She can hear the sound of a guitar and children's voices coming from the house as she washes.

Whilst the clothes dry in the breeze next to a large clump of bamboo, Karyn joins the group helping the children learn the words of a song while Chris plays John's guitar. The children perform this song two nights later when the yachties got together for a music night and potluck dinner. There were about 30 people. Jim from AGUJA brought his banjo and with our guitar and harmonica we had a fun jam session and a group sing-a long. These are the simple, memorable times we love about cruising.

While the washing is drying we decide to walk around Anchorage Island and the adjacent reef, with some friends. It takes about one and a half hours. Most of the way we walk on exposed reef as the vegetation becomes too dense with Pandanus and some native hardwoods. At the Northern end is an extensive reef that joins the next small island at low tide. We continue to walk across the reef avoiding patches of brightly coloured coral till we reach the next island a half hour walk away. On the windward side is the thundering surf and the other, the protected lagoon, in which all the boats are nestled. This was another of Tom Neales's fishing spots and 6 miles from here, on a small motu; he built his "weekender".

We were warned to carry some lumps of coral and a stick to deter the black tip sharks that lurk in the shallows. Returning across the lagoon in calf deep water Karyn has used all her stones and now has

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only a stick to challenge the small shark that is headed straight for her. It charges at her ankles, she falls back onto the protruding coral heads and other than a laugh from the rest of us, acquires a blue black bruise on her buttock which she explains to others, with an embellished story of her shark attack (mere ankle-biters).

Our second last day in Suvarrow is the highlight. Weather permitting; John loves to take visitors on a tour of the lagoon. As the supply ship has not come and he is low in fuel we all chip in and two runabouts head off for Bird Island in the south of the lagoon. This island is the site for nesting white Terns, Red-Tailed Tropic Birds, Brown and Masked Boobies and Frigate Birds. There is also a rare bird locally called a Lulu. We were able to walk surprisingly close, to the birds, avoiding the odd egg lying on the ground and watched fascinated at the number of chicks in various stages of development. The fearlessness of these birds reminded us of Galapagos. Our next stop was the Blue Hole. This is a two-metre wide hole, of unknown depth, in the reef, which creates a whirlpool effect. Lying face down using a snorkel you can spy into the blue depths below and see an abundance of marine life. We joked, with Jonathan that a small boy could fit inside. Then on to the fifth of the Seven Sister islands, where Bernard Montessier had visited and dug a well next to a lush stand of coconuts in the interior. John climbs a tree and brings down some fresh drinking nuts while Veronica weaves a basket out of banana fronds. They load the basket with about 20 nuts. Meanwhile Karyn walks around the island with the young twins and is entertained as shells, small octopus and various flotsam become their toys. We see lots of nesting Boobies on the ground and part of the body of a satellite washed up on the reef. We lunch on the coconuts which included Uto (sprouted coconut meat) and then snorkel over a beautiful healthy reef, nearby. The reef has incredible visibility and even more colourful fish to identify. On the return trip the twins fall asleep while John trolls two lines behind. This was amazing. We are pulling in fish every ten minutes; Grouper, White Trevally and Golden Bream. We have our last BBQ ashore under the Gazebo with Poisson Cru (marinated fish in lime and coconut milk), coconut cakes made from grated Uto (Tom Neale's very nutritional staple), salad and lots of rum. What a perfect day.

It is nearing the end of August and we have three more countries to see, so although we would like to stay here another week or, month or two... The weather promises South easterlies 10-15k so we must depart for a four- day run to Samoa, 509 miles away.

>>>>To be continued next month.

>>> RUSH UPDATE <<<

15/feb.07

HI Everyone

Well we just arrived in Cartagena Columbia its about 480 miles from Curacao and we did it in one leg. We did about 175 miles the first 24 hours and had trouble slowing the boat down enough to ensure we arrived in daylight on the last night for three hours we ran under bare poles and much of the rest of the time a scrap of headsail. The whole trip took 72 hours. We were boarded by the coastguard as we arrived but they were very polite and did a cursory search of the boat.

I have only had a quick look around the old town on my bicycle but its really great and am looking forward to a good look around. I have to say since leaving the Cape Verdes apart from the Venezuelan islands of the Roques and Aves I have not been that impressed with the Carabean. Anyway my appetite has been wetted for South America motor bikes are very cheap over here Chines copies of the Japaneses bikes of 20 years ago. We will be here for about a week before moving on to the San Blas islands of Panama where Marilyn will rejoin me. Also received the replacement furler bearings from hood so things are looking up, will try to fit them over the next week.

That's all for now will write again before I leave. Alan

28/feb.07

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We are leaving tomorrow for the San Blas it's been a nice time in Cartehena a great city lots of character nice people and good safe anchorage. Looking forward to the San Blas and some swimming and exploring its very warm here and not a lot of breeze at the moment. We expect a pretty slow sail because there's only about 10 knots forecast but should be comfortable hope to do the 200 miles in 36hours so only one night at sea, Wont be in email contact for best part of two weeks I think.

PS.

Just a quick note in Portabelo Panama Richard leaves today San Blas beautifull will go back with Marilyn in a week when she arrives will write again soon with more details

Keep in touch Alan