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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.**

**December 2007**

*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 2008 diaries don't forget, 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 9<sup>th</sup> of February**

**at the Spinnaker PH, Swanwick situated opposite Moody's Boatyard, Hampshire.**

The AGM to be held in March at the Gun PH. Keyhaven  
the date to be fixed in future newsletters.

We look forward to seeing you.

Earlier this year we held rallies: On the first Bank Holiday at The Folly, IOW. Unfortunately abandoned by bad weather by those having to travel from outside the Solent area. On the second bank holiday the venue for the Rally was Poole also abandoned on the second day by the forecast of imminent gales. Members are asked to suggest venues for the bank holiday rally and our annual cruise to follow on from the second bank holiday in May.

Let's all hope the weather in 2008 is more favorable for our events than this year.

Last Months meet and eat per usual, a good time had by all, but time yet again passed too quickly..

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Peter,

Jean and I had hoped to make it to today's meeting but we're launching a couple of new products at the Earls Court Boat Show next week – and, of course, there's too much to do!

And to answer the question "What are you exhibiting"... Three products:

- • RouteLogger - A computer program that you run on your lap top on your boat that records where you go and then lets you see where you went on a website on a map or aerial photo. We recorded a trip from Hamble to Cowes and back and it is really interesting to relive where we went, see where we tacked, where we moored for the night and event the pub we spent the evening in.
- • SitesforSailors - A website builder that will build you a website about your boat – with it you can share information about your boat, have an online maintenance/trip log, display pictures of your boat and the places you go in it and, in conjunction with RouteLogger, display where you went.
- • TideClock – A tide clock (just like the mechanical ones that you see in Chandlers) that runs on your PC, so you can monitor the state of the tide, even when you can't see it.

There is a website which will be live in the next couple of days – <http://www.sitesforsailors.com>. Not much there at the moment – but they'll be much more in a few days.

Adverts over!

Sorry again that we can't make it today – we were both looking forward to it, but needs must.

Mike Brading  
Petite Fleur (The boat, not me!).

Many thanks Mike and welcome to the BCCA

It's that time again when **subscriptions** are due and we would like to receive the subs by the end of January 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. It's that time of year when I try to update the members register so please inform me of any boat or address changes. If you require a new 2008 B.C.C.A. Register of Owners please send **£7.00** or a new BCCA burgee to smarten up your cat send **£12.50** to cover the cost of posting and printing. 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.

Talking about experiences:-

In the coming months newsletters, we intend to show and discuss owners mods in the form of cockpit covers, davits, holding tanks or any other topic that owners wish to share their experiences with. Many thanks. ED.

## MINUTES

of a meeting of the Committee of the Bobcat and Catalac Cruising Association held at The Alverbank Hotel, Alverbank, Gosport on Saturday 24th. November 2007

**Present:** Jeremy Bretherton (Commodore), Peter Gimson (Secretary) John Green, Bob Freeman, Maggie Smith, Sue Stacey, Tony Linford.

**In Attendance:** Theo Hargreaves (Association Examiner), Madaleine Green, Dagnel and Cathy Clutterbuck, Alec and Chris Tidmarsh, Anne Freeman, Jacqui Linford, Roger Smith.

The Commodore welcomed all present and explained that he had no set agenda but wished to discuss a number of points and would then invite other points to be aired.

There had been a favourable response to his suggestion that the name of the Association be changed including a letter of approval from John Lack. He proposed putting this topic on the Agenda for the AGM. This was approved.

The Commodore proposed the name of Catamaran Cruising Association. There were several other suggestions including Multihull Cruising Association to include trimarans. After considerable discussion it was decided to put the suggestions to the vote at the AGM.

The following decisions were made with regard to future meetings:-  
to have a lunchtime "Meet & Eat" at The Spinnaker PH, Swanwick opposite Moody's Boatyard on Saturday 9th. February 2008. Tony Linford agreed to organise this event.  
The AGM to be held in March 2008 at The Gun PH, Keyhaven at a date to be fixed so that payment for parking would be avoided. Peter Gimson agreed to organise this event.

It was generally agreed that Sailing Rallies need not be at Bank Holidays or weekends as most owners were retired. A suggestion was made that Lymington which now had a pontoon dedicated to rallies should be a possible venue in May. The Commodore agreed to research this venue.

The Commodore reminded the meeting that he would be retiring as Commodore in accordance with the Association Rules this year. Sue Stacey and Maggie Smith were due to retire from the Committee by rotation. Both said they would put themselves up for re-election

There being no further business the meeting adjourned until 9th. February 2008

Following on from last month's newsletter the extract penned by our Commodore Jeremy Bretherton about Wilsons Boat Yard and the many catamarans at present winter storing there.

His boat *Allez Cat* having earlier in the season been rescued by Wilsons Boat Yard after suffering a leak in one hull caused by the mooring chain chafing the bottom of the hull.

During the subsequent repair he agreed to have wooden sacrificial strips bonded to the bottom of both hulls in an attempt to help prevent any further frights. Seeing the many cats now on the hard he noticed that many of the cats had now attached to their hulls sacrificial strips.

The strip can be clearly seen in the picture.

**Other owners beware see letter from John lack.**







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In association with



John Lack Boatbuilders

Quay Rigging

Devon Yawl

Mr and Mrs A. Gimson  
196 Harewood Avenue  
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21st November 2007

Dear Peter and Sue  
lovely to see you both again

On Association "Business" I have briefly read the November 2007 edition and my "insert" - was my writing that had to I believe Terry Secretan's and Mark Blaydes comments are possibly indicative.

Peter before you time, it began as the Bobcat Association and then became the Bobcat and Catalac Assoc - then over the years with the Bobcats in decline (well falling apart by old age and deterioration to the frame and stringer, plywood covered build) the Catalac became the focal point of the Association and clearly driven primarily by Mary but with Father's input. The Catalac is now a diminishing "species" so clearly "tagging it along" with other dated "species" and then coupling with other.  
please see page two

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21st November 2007.

up and coming Multihull classes the proposed Catamaran or indeed Multihull Cruising Association as a body does have a chance of survival.

However in my opinion the newsletter does need to be "smartened up" and made more enticing for an outsider to join to the updated Association.

Peter this is not a criticism of what you have managed to date and I believe you took on a very brave task following Mory's sad demise and have managed a very successful "status quo" bearing in mind the circumstance of all. So well done you.

As you will appreciate the last few years following Tom and Mory's deaths have compounded severely on my own business that traded from the now sold Flagstaff House site. That now is almost behind me and as you are aware I am focusing and downsizing to purely Devon Yawl and Rigging which has been running alongside the Flagstaff House boatyard operation for the last 15-20 yrs.

However once that final "changeover complete" I am quite happy to answer questions/queries from Catalac owners and of course rigging, mast, boom, headsail gear to all and sundry within the broader Association that may "phoenix rise" from anywhere else.

On this night I propose that the newsletter reports the advice needed or question posed with a response in the next edition thus keeping the newsletter interesting and possibly allowing for multiple response - however emergency cases need to be dealt with on that basis - ie emergency status.

I do comment upon Dennis's last page item of the newsletter. With regard to inclusion of sacrificial strips do attached to the keel margins. - not a good idea in my opinion.

The very early Quebe Catalacs perhaps up to and no 120-130 had galvanized keel bands fitted by the builder





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21st November 2007

at that time namely Westfield Engineering as subcontractors to build. These bands did waste away by nature of their ferrous nature leaving the through hull fastenings loose and subject to water ingress - ironically much as I have experienced with the earlier build Devon Yawls that I have had in for refits.

A hardwood inclusion with overbanding and no fastening points through hull is fine until the overbanding is "breached" and the underlying subsequently failing due to deterioration - water ingress - it can all become very messy. - if a simple grounding scenario on an annual basis it is best to reconstitute the lower margin areas using epoxy filler/epoxy overcoating prior to reantipulating.

A word of warning to all Catalac owners do never exceed the keel depth by 3" for example. (the keel protection band). Many years ago a Catalac 9 metre was fitted with keel extensions to provide lateral windward performance, my late father Tom did advise against these as clearly it would prejudice the well being of the craft. The 9 metre did subsequently capsize on a passage south bound in the north sea if memory serves well - so please all of you do NOT consider that approach as clearly it does not work from John Winkerbottens original design calculations / stability / metric values etc. The Craft was "big Dinky" if memory serves well and bought in as a wreck by David Jones who subsequently traded with the 900 series as builders of

Peter I hope this is of assistance

Yours faithfully  
John

Many thanks John for your input and offer to answer members questions.

The Catalac that capsized was indeed Cl. 9.22 Lazy Days, now renamed Grace Jane. The boat capsized while being delivered to a new owner by a delivery skipper not used to sailing multihulls. The skipper and crew should consider themselves fortunate because after the capsize they managed to get out of the sea and shelter between the upturned hulls and hang on until Lazy Days after many hours blown into shallow water where the mast grounded and snapped off. The boat then beached and they stepped ashore.

Prior to the capsize to improve the pointing ability of Lazy Days the original hulls were deepened by about one third of a meter at the lowest point, the rounded banana shape replaced by a straight hull shape. By doing, the basic design that has the ability to slide sideways down a wave was lost.

It is without doubt that this change in hull shape aided by the breaking waves was the main cause of the capsize.

It must be remembered that both the Bobcat and Catalac were and still are excellent, safe cruising catamarans. With a reasonable performance ideally suited for both family and off shore cruising as most of the many owners world-wide will most certainly agree, so owners need not be alarmed as to date this is the only known capsize of either a Bobcat or Catalac.

We as owners are never satisfied and we all would like to sail closer to the wind and faster would also be a bonus. Today after many years of multihull building it is easy to find a Catamaran that will cruise at ten knots but very hard to find one that gives good family accommodation as well. They are out there, taller wider and even secondhand cost in excess of £100,000.00 you pay your money and take your choice.

Welcome to another new member Les Down who has owned Catalacs before.

Dear Peter

As promised, ( threatened ), I'm putting together both a couple of recollections plus a reply to John Green's 900 epistle. I've yet to receive the current Catalac register although having sent money for same with my end of year registration.

The 8 metre Catalac I owned many years ago often attracted dolphins/ porpoise when crossing Lyme Bay, they would come in at speed from each side simultaneously and somehow avoid each other. A different experience occurred whilst motor sailing my 900 series on flat seas and minimum wind from Falmouth to Plymouth.

Local v.h.f. had advised that submarine activities were to take place in that area, but I didn't worry that they would waste a torpedo on me. Whilst relaxing on the foredeck and regularly having to take avoiding action away from poorly marked lobster pots I looked back to see a **vee shaped wake approaching directly astern.**

Rushing back to the cockpit my immediate thoughts were that my two hulls were to be modified by a periscope, (none in sight), or conning tower.

Before I could think to watch the echo sounder the object had passed directly beneath me, the wake now with a slightly oily sheen, continued ahead.

I did then recover and read the depth as being some 56 metres. I believe the sub homed in on my engines and practiced this manoeuvre, what clearance they had above or below I don't know but I'm pleased it was sufficient.

Having a wife who refuses to submit to 'mal de mer' any more my sailing has been limited to single handing. I have on two occasions invited a couple of ex colleagues to accompany me but (a) they twice bullied me into putting my boat into danger simply to 'get to the pub of their choice' (b) I finally realised

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that they wanted to motor everywhere because, as you know, catamarans are unstable in anything of a 'chop' or force two and above! My anchor winch and rocking bow roller help, but this old man is finding sailing and mooring a 900 is getting beyond me and I can't criticize my Catalac 'SEA FEVER' 9.907 for that.

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I simply have to respond to John Greens article ref his 9.906.

I readily admit from regular visits to site that supervision and thus attention to detail was NOT to Tom Lack's standard, but it offered me the opportunity to launch a new, well equipped good sized boat without breaking the bank.

Thus, having purchased a hull, superstructure and twin diesel package (which included fuel tank vents), with some guidance from the builder, I was able to install twin steering positions (including rudders with three 'dinghy sized pintails' which have never failed or vibrated). By the way John's sketches show his sterns at an angle and the skegs forward again. My sterns are vertical and the skegs almost flush to the sterns.

For ventilation I have four Houdini hatches plus one porthole and two fixed open vents. I don't have the luxury of Elberspacher central heating, but merely a lpg fed vented 'Force Ten' cabin heater mounted in the heads.

I agree the 900 pulpit is not ideal, it's nice to know that the two can be used as pushpits. I favour a pulpit divided close to the centre bow to allow anchor & chain to be layed and recovered more easily. My Sailspar in-mast reefing system is a dream to use, the mast itself was twice as robust as the standard mast (and twice the price). As to the rubbing strake and timber cockpit surround, both are a Catalac tradition which I find acceptable. By the way the 'stable' type cabin door on the Malta moored 900 series I do admire and might copy.

I have this year replaced the two larger cabin windows with polycarbonate and fixed same with security stainless screws. I plan to replace a number of my hatch screws similarly to add to security.

'Ring Main', actually the term should be 'ring circuit'. Not being a fan of marinas I don't have much demand for 230 volts on board. I do, however worry about siting 'mains' equipment in the engine compartments, the rcd (30ma?) might offer protection against a 'fault to earth', but I would not recommend a potential in excess of 55 volts to earth in that location.

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Cheers Les, I haven't forgotten your register, I am just waiting for the members updates which usually arrive with the Christmas post. ED.

### Articles for sale and wanted

A. **Wanted** Cruising Chute for Catalac

Contact: Roy Wright of Falmouth at [roy@budockwater.fsnet.co.uk](mailto:roy@budockwater.fsnet.co.uk) Mob: 07811763955.

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A. **For Sale** Tohatsu 9.8 HP. 2T Outboard engine short shaft, with 12 litre plastic fuel tank.

This engine has been used on our dinghy for high speed exploring and as an emergency engine for our previous single engine Catalac. The Tohatsu 9.8 2T weight is the lowest in its class and weighs no more than the later 4 HP 4 stroke. PBO tested both 2 stroke and 4 stroke engines up to 10 HP on a yacht and conclude that the 9.8 in many ways the best buy over its 9.9 HP 4 T competitors. £500.00  
Also unused engine transom bracket up/down spring assisted. £40.00 ono.

Contact: Peter Gimson at [pgimson@ntlworld.com](mailto:pgimson@ntlworld.com) or Mob: 07971 808777

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A. **For Sale** 2 original Catalac Jib-Genoa winches, could be recycled as anchor winch etc. Offers to.

Contact: Dagnall Clutterbuck at [clutterbuck@tesco.net](mailto:clutterbuck@tesco.net) or Mob: 079 58 57 19 32.