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Catamaran Cruising Association

Formally Bobcat & Catalac Cruising Association

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Disclaimer

Neither the CCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the CCA 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 CCA.

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.

April 2008

Dear Fellow Members, our newsletter this month begins with our Commodore, Jeremy Bretherton's report on the 2007 season.

We all wish to thank him for his sterling efforts and ideas enabling the Association to move forward. He has been Commodore for the full period allowed in the rules, this his last report as Commodore of our Association.

BOBCAT & CATALAC CRUISING ASSOCIATION

COMMODORE'S REPORT for 2007

The sailing season for 2007 was a disaster owing to the bad weather throughout the season. Both The Isle of Wight and Poole rallies had to be abandoned for this reason. By contrast the "Meet and Eats" had no cancellations and are steadily gaining in popularity. They were held on the 27th. January at the Alverbank Hotel, Stokes Bay Road, Gosport; on 3rd. March at The Gun Public House, Keyhaven; on 24th. September at The Duke of Wellington Public House, Bugle Street, Southampton and again at The Alverbank Hotel on 24th. November. Speaking personally I find them invaluable for bouncing off ideas and getting answers from other owners. I hope that the crews who come along do not find the conversations too introverted.

The Annual General Meeting was held in the Club House at Chichester Marina on 31st. March. This was a new venue for us and our thanks go to Barbara Leeks for arranging it for us.

Maggie Smith and Tony Linford are to be congratulated for organizing and producing a completely new stock of burgees and at a cost, which leaves the Association still solvent. Sales are going steadily but a lot more sales are needed for us to recoup our costs.

The Association continues to be indebted to Peter Gimson not only for his indefatigable work as secretary of the Association but also as producer of the ten monthly Newsletters which continue to be a source of envy by other Associations.

I am pleased to say that the suggestions I made in my last report on changing the name of our Association was favorably received so that we will be voting on it at this Annual General Meeting. It will be left to my successor who I am sure will enjoy the support and encouragement I have received from all concerned.

Jeremy Bretherton
29.03.2008

Minutes of The Annual General Meeting of The Bobcat & Catalac Cruising Association held at The Gun Public House on Saturday 29th.March 2008.

After welcoming those present and receiving confirmation that the minutes of the last Annual General Meeting which had been circulated via The Newsletter were accepted The Commodore proceeded to conduct the formal business of the meeting as follows:-

- 1. In the absence of Theo Hargreaves The Association Examiner The Commodore proceeded to explain the Accounts to the meeting. After a number of questions the accounts were accepted and the Commodore and Secretary were authorized to sign them on behalf of The Association.***
- 2. Peter Gimson proposed and Rick Harvey seconded the appointment of Theo Hargreaves as The Association's Examiner for the year ending 31st.December 2008.***
- 3. The Commodore proposed and Tony Linford seconded that Susan Stacey and Maggie Smith be re-elected to the Committee. The meeting unanimously confirmed the proposal.***
- 4. The Commodore presented his report, which is attached to these minutes and this was accepted by the meeting.***
- 5. The Commodore referred to the Special Notice which had been lodged in accordance with the Rules proposing, "That the Association's name be changed to Catamaran Cruising Association" for the reasons set out in his 2007 report. The proposal was seconded by Peter Gimson and carried unanimously.***
- 6. The Commodore referred to the fact that he was required by the rules to stand down as Commodore and that he had received a written proposal from Tony Linford, seconded by Peter Gimson, proposing Margaret Smith as Commodore. This proposal was put to the meeting and***

adopted unanimously. Margaret Smith thanked the meeting for conferring this honor on her and asked Jeremy Bretherton to continue in the chair for the rest of the meeting.

7. Any Other Business.

- (a) Maggie Smith proposed a vote of thanks to Jeremy Bretherton for all his hard work during his two years as the Association's first Commodore.
- (b) Maggie Smith proposed that Jeremy Bretherton be appointed to notify the sailing fraternity of the Association's change of title.
- (c) Jacqui Linford drafted during the meeting an invitation to be distributed among other sailing catamarans inviting the owners to join the Association.
- (d) It was agreed that Maggie Smith and Tony Linford would chase up the Catalac owners based in Portsmouth to attend the Bembridge rally and that Jeremy Bretherton would chase up those berthed in Chichester harbour and would also make arrangements to book a meal at The Brading Haven Yacht Club for an evening meal on Thursday 22nd .May. What other activities would take place depended on the weather.

There being no further business the meeting adjourned for drinks and lunch at The Gun Public House.

BOBCAT & CATALAC CRUISING ASSOCIATION
Income & Expenditure Account from 1st. January 2007 to 31st. December 2007.

INCOME		EXPENDITURE	
Subscriptions	£1,609.00	Newsletter	£1,500.00
Advertising	£0.00	Register	£88.00
Burgee/Sales	£86.00	Postage	£270.40
Register/Sales	£28.00	Burgee Costs	£511.36
Raffle	£50.00	Rallies	£0.00
Bank Interest	£1.21		
Donations	£0.00		
TOTALS	£1,774.21		
TOTALS	£1,774.21		

Balance Sheet as at 31st. December 2007

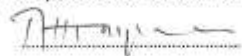
ASSETS		Represented by	
Current ac.	£589.22	Net assets at 31/12/06	£575.36
Premium ac.	£387.95	Less Deficit for 2007	£86.55
Total cash at Banks	£977.17		
Less liabilities	£896.36		
Cash Balance	£80.81		

Hon. Sec.
Peter Gimson


Hon. Commodore.
Jeremy Bretherton


I have examined the financial records of the association. From the explanations received, confirm the accounts as presented are in accordance therein. TH.

Theo Hargreaves Hon. Examiner.



Well members we often say the Newsletter is only as good and interesting as the articles and information you provide us. Last month's information on mobile phones has proved very popular. This month we warn you of an internet scam that has been reported by a member.

WARNING

Please note this is our new & only email address to be used as of now.
This is due to identity fraud 'not by us but to us'
look forward to hearing from you all soon

Please tell us more ie did it happen at an internet cafe or using wifi?

Did the fraudsters get into your bank accounts etc.?

If so are you out of pocket or are you protected from loss by your bank?

What have you now done to prevent it happening again?

Here's hoping despite your worrying experience, you are all well and still smiling.

They got in via skype on the computer, & tried to access bank details. It started with a popup saying password had been changed we contacted what we thought was skype their email back to us said in order to verify who we were, they would need the details of bank card & paypal account. Obviously we didn't comply. We contacted our bank to be told our account was under investigation by the fraud team as they had tried to withdraw 1\$ in the USA but our bank put an immediate stop on my card so nothing was taken.

Nothing to do with wifi or cafe.

Have you looked on the forum of skype?

You will see this happens very often so if you have skype on the computer be careful.

Our computer is now well protected & skype free we will get a skype mobile & let you have the number later.

If you think you should inform others. On the advise of the police do NOT make reference to US as this is an ongoing investigation

Many thanks,

So even though you did not e.mail your bank details as requested, they had them anyway.

I am pleased that in your case the fraudsters were foiled let us all hope they get caught.

Happy Sailing and Safer Surfing.

Peter G.....

Our Ex Commodore, Jeremy Bretherton, has had a bad and expensive start to his sailing season. First his annual maintenance was delayed because of damage to his fence at home by strong winds. Then, to his dismay, he finds that fences are not covered by his house insurance.

Second the saloon table on his 8m., after many years faithful service, needed a little TLC. He sanded it down very carefully and after giving it several coats of varnish, when dry would be a joy to behold. The smell of the varnish being very strong and oppressive he realized the smell would soon contaminate the recently cleaned upholstery of the berths and curtains. Without further ado he placed the table on the hard between the hulls to allow the air to dry it properly and went home. However, before he returned to the boat we had one of the highest tides for many years.

Consequentially, should anyone in the Solent area see a table floating by please contact Jeremy. Third many of us empty our boat during the winter lay-up taking everything easily removeable home. Jeremy also does this but when he picked up his Tinker dinghy from his garage he noticed that either a rat or squirrel had gnawed the inflation tubes from one end to the other. The Tinker is beyond reasonable repair. He contacted St. Margaret's, to be told his marine insurance cover does not cover damage done by vermin to his dinghy, but they did advise him, his house insurance may cover it. Alas his house insurance does not cover any water-craft kept at his house. (I think we all need to check our insurance policies)

If any Tinker Tramp owner wants to upgrade to the Sailing option ie. Mast, sails, rudder, etc. Jeremy has them un-gnawed and is open to offers.

If any member has or knows of a reasonable secondhand dinghy at a price affordable to a poor old age pensioner please contact Jeremy.

Which brings us to--

THE "MUST HAVE" ACCESSORY FOR YOUR BOAT

Having bought your boat and found somewhere to keep it safely moored for the sailing season, we all want to get as much use out of our boat as possible during the sailing season. To do this we have to get on it. The easy option being to keep her in a marina berth but more likely your boat will be on a mooring in a harbour or river. The marina berth obviously being the most expensive option has the advantage of enabling you to walk on and off with all the usual must have provisions before you set off on a cruise. The best dinghy in this case being a light inflatable. The river or harbour berth makes getting to your boat and on and off with all the usual must have provisions a little harder and will require the use of a launch or dinghy to do this. The ideal dinghy to ferry all the food clothes fuel and kitchen sink from car to cat is a dory or something similar of rigid construction, being both stable and rugged, size 3 to 4 meters length it will need an engine and will also need to be kept at the local sailing club. This rigid dinghy however is the last thing one needs to carry/tow when one slips the mooring for the week-end cruise and should be left on the mooring. This option is not as expensive as one might think and well worth considering I bought an old dory for £300.00 with a 20hp electric start outboard complete with trailer and this I used for 8 years until I moved to a marina berth. The dory is now used by another B.C.C.A. member. Its sea worthy condition is excellent though it looks in need of a little TLC. This outward appearance however is an advantage as it is less likely to be stolen.

While cruising we will still need to get ashore and now require a dinghy that is light to lift or carry yet still large enough to allow us to explore quiet backwaters and search for those ideal anchorages, where we cat owners can escape the noise and violent rocking motion, caused by the wash created by other boats. To do this exploring we need an inflatable, in days past all inflatable dinghys were black and some had heavy wooden floors, but now the choice of types, their colours and size, not to mention the vast range of prices can be confusing. One still wants to be able to ferry both crew and kitchen sink in a stable sea worthy manner. The boat show is the best place to see what is available as most manufacturers display their wares. Most dinghies tend to be bought at boat shows where a deal on price can easily be agreed. Beware as this is where the first mistake is often made. On the display they all look too small or too big and it is hard to judge your needs. Do your homework before you go. If there are two of you that go sailing a 3man would seem the ideal size being about 2.6m. in length, light with max engine size 3hp. This may be big enough but I have generally found that this is a little too small. The smaller 2.4m. dinghy in my opinion is a one man only option only to be used in safety on inland waterways. I think the ideal size is 2.85m. This is a 4man still light max engine size 6hp. The width of this dinghy is normally the same as a 3man but the extra length, although not a lot greater, makes the dinghy far more stable and usable at sea and far safer when

mounting the engine on the transom. Sue and I have explored along the Dorset coast in this dinghy. One day we dinghy-ed from West Bay to Exmouth before stopping for lunch. Exploring Lymn Regis, and Bere on the way. Before heading back to West Bay in the dinghy with a 5hp 2stroke engine on the back. It planed easily and used less than 2 gallons of petrol to cover the 65 miles. The suggested max hp on the transom for this 2.85m. dinghy is 6hp, it used to be rated at 8hp when most small outboards were 2stroke. The modern 4stroke engine being heavier than the 2stroke, they now rate it at 6hp. Weight on the transom being more significant than hp.

The next size is 3.01 m. this is also wider, heavier and far more awkward to lift and will require at least 2 crew. It is ideal if you have enough room to carry it and would just allow you to tow a water skier. Ideal crew 4 persons.

The choice must be yours. Some are offered with full wooden floors, these are good for throwing anchors, fuel tanks etc in but the added weight when trying to lift on board is a definite no no. The best compromise is an inflatable floor as first used by Zodiac/Bombard. This floor is filled with small air ways and is pumped up quite hard it will allow the boat to plane easily under power and not change shape as the dinghy rides a wave. Not all dinghys are as boyant despite having extra large inflation tubes. I once owned a Tinker Traveller and I remember one Friday evening having just anchored in Studland Bay for a quiet evening when the peace was shattered by the ring of the dreaded mobile phone necessitating me to dash back into Poole Harbour. The evening dinner was well on the way to being cooked so for speed I decided to take the Tinker under power it being much quicker on the plane than moving the cat. The tide was ebbing as I passed the chain ferry at the entrance to Poole causing the sea to raise large rolling waves. That is all they were not breaking seas. To my surprise the tinker dinghy whose nose is designed narrower than the stern, bowed under the waves and scooped water straight into the boat. By going at sufficient speed to overcome the ebb water was pouring into the boat faster than it went out of the open drain cocks. Increasing speed and going faster made the nose bow more. Decreasing the speed and going slower although stopping the nose from scooping in water made progress into the harbour a slow and precarious adventure I would not wish to repeat. The harbour master's boat appeared round the corner leaving Poole and stopped and offered assistance but fortunately by this time I had managed to pass the larger waves and continued the journey suffering only a soaking. This Tinker was the longer Traveller model not the smaller Tramp so should have been better able to cope with the waves. Tinkers are often considered to be an ideal substitute for a life raft with gas inflation cylinders and inflatable covers to keep you safe from the elements. The sales pitch quite rightly says that the Tinker is easy to climb on from the sea by entering from the narrower front, but alas I found that sea also finds it easy to enter the same way. (Despite my experience I must say both under oars and with the sailing option Tinkers are well made and stand the test of time, (if kept away from vermin). The later Tinkers now have strengthening rods to limit this bowing effect while under engine and may well now be better behaved). Some dinghys do not have a wooden transom they have a tubular affair that clips on the rear of one of the inflation tubes. This tubular affair is for fitting an outboard. To be honest if you want a wet behind this is the one to buy. I don't think it should be considered.

Other considerations when buying are the thickness of the fabric used for the inflation tubes, thicker the better, being the general rule. What type of guarantee is given and what does it cover and how long is it for. Some dinghys suffer inferior seams and glue and have a nasty habit after being in the sun of no longer sticking. Check how the oars are fixed for stowing and rowing, nothing worse than having to row hard against the tide only to find one or both oars come free of their rowlocks. Check also for position of the seat with regard to rowing. An inflatable seat can usually be purchased at an extra cost. The best time to do this is when buying the dinghy as you may well get it for free to do the deal there and then. Beware of cheap dinghys they may not work out to be cheap in the long run. The larger manufacturers will keep spares and also do repairs should you need them.

Which dinghy do you use and what make and size do you prefer? ED.

'Rush' update from Marilyn who has been away sailing on a halfboat again.

Hi Peter and Sue,

So good to hear from you. Yes I have been sending emails to the other address I think as I have been sending emails to you. I know the last email was to your old email address and that was back end of Feb and not sure how long before that. Your plans sound good for this year, starting the year off the way you would like. Last year the weather wasn't so good. Hope you get some good sailing in this year.

I am not sure when you last heard from me, and what we have been getting up to. I am back in Aus at the moment working like there is no tomorrow. Not the way I meant it to be but the work is there and I am doing it while I can, telling myself I will be glad later on. I am now casual, I had to resign and transfer to the casual pool last December as I didn't come back to work. It's good in that I am free now to come and go as I please and at the moment there is so much work for nurses it isn't a problem but it could be one day.

I flew back with Alan last October after we had been in Aussie for 6 weeks and Alan and his mate Phil continued on down the south of Chile and Argentina and I flew back to Ecuador and then to the Gallapagos islands and crewed to Costa Rica and spent a month looking around Costa Rica. I then went back to Ecuador for New Year and Alan returned to Ecuador Jan 1.

We spent 3 weeks back on the boat, Alan getting things working again on the boat, firstly the motor as it hadn't been used for 8 months and it was seized up and he had to strip it down. The toilet wasn't working due to the barnacles and he had a few other things to do. We went on another trip to the Amazon which was great for a week. Then I went to the Caribbean for 3 weeks sailing from St Lucia to Grenada with friends we had met in Morocco. Leaving Alan to start ticking off the list of jobs he had to do before his crossing of the Pacific. I went back to Ecuador for 10 days and then flew back here, stopping over in Auckland for a week with my boys. I have been working nearly every day since I have been back on March 4.

Alan is now on his way to the Marquesas. He left March 1 I think to go to Gallapagos and spent a few weeks there and should arrive in the Marquesas in about 10 days all being well. I had confirmation by an email a few days ago from another cruiser to say he was half way there. He was expecting a slow start for about 500 miles and then settle into the trades. I am not sure how it is going but the timing is about right. He was hoping to do it in 3 weeks but I am not expecting to hear from him for about a month as he intends to stay on some atols for a few days before he gets to civilization. He has Delphine crewing with him, she was a friend from England and sailed with Mike when we were going down the coast of Europe. They crossed the Atlantic when Alan did.

The girls at work are asking me if anything could happen between Delphine and Alan, if it does, then he is not meant for me. He says no, but out there day after day and months together who knows. I just don't think about it. It was my idea she crew with him so only have myself to blame.

Unfortunately I had to come home to do my tax return from June 2007 and I want to spend 6 weeks with my family and heading down there at the end of the month. I am looking forward to spending time with my family, I have breezed in and out for so many years and Dad is now 90, 91 in July and I want to spend some time with him before it is too late. I am hoping to get some work down there as well to save to enable me to live this nomadic life. It is like being self employed, work while the work is there.

I am leaving here mid June, planning on going to Auckland for a few days and then flying out of Auckland June 16 to meet up with Alan in Tahiti. His sister and brother in law are spending the first 2 weeks of June with him, leaving June 12 I only find this out after I have bought my ticket so Alan is going to have to wait for me for a week. If he doesn't like it I guess I will be holidaying on the beach with the surfies in my little tent!! I'm not sure how long I will spend with Alan, will see how it goes, you know the saying 2's company, 3's a crowd. I would like to see Tahiti and the Cook Islands. I have lots of other things I want to do so will just play it by ear and see how things pan out.

I would like to do some medical volunteer work in Brazil up the Amazon. I have met a couple working up there and I would like to learn Spanish and do some more travel around South America and Central America. My life is still busy. I can see myself if things are going well on Rush staying there and maybe sailing back to Aus with him. The plan is then to refurbish Rush between work and then still come to England and buy a boat and sail around over there for 6 months so really hoping we are going to be able to sail in company again in the not too distant future.

All these hopes and dreams, I wonder which ones will happen. My girlfriend Leureen is flying over to England on May 13. Be tempting to go with her and travel around. She is heading up to Scotland with her daughter. Like they say, when one door closes, another door opens so I guess anything could happen in the future.

At the moment I feel my life is just work work and more work and it is really. My tax return is done, so that is one worry out of the way. As it gets closer to June I guess I will get quite excited, it seems like a dream at the moment. Ultimately the goal is travel for 6 months and work for 6 months and then there will be more of a semblance of normality. I am staying with a friend, my house is rented out so what is normality.

Glad to hear things are happening well for you this year. I often think of you and can't wait till we have a chance to catch up again.

love Marilyn

Just a reminder about our forth-coming events.

22 May (HW 13.55 hrs) to 25 May. Bembridge Rally open to all.

Those who wished could stay on over the Bank Holiday. I am sure many will.

Please let us know if you will require a meal on Thursday evening at Brading Haven Yacht Club.

July Summer Cruise to arrive for The Festival of Sea at Brest on 11 July - 17 July MOCRA will also be there, and after The Festival of Sea they will be joining a local French Club to continue with a cruise to La Rochelle.

All C.C.A. members are invited to join with them.

I hope you can make either the Festival or cruise to La Rochelle.

Contact P. Gimson by e.mail from now to end of May for more details. 1st.June onwards by text to +44 (0) 7971 808 777 who will be sailing in the area.

Dagnall And Cathy Clutterbuck have been busy this winter.

This has been a very strange winter for Cathy and I, as we managed to get to two boat shows within two weeks of each other. No, not Earls Court and Excel, but Excel and “The Florida Boat Show” in Orlando!. The reason for this happy circumstance was that my work took me to Orlando for a week, and I was able to take Cathy for a winter break after the work finished. It was Cathy, who surfing the web for things to do whilst I was working found the “largest boat show in Florida”.... Well, we just had to see what Excel might be up against!, and I thought it might make an interesting “filler” for the magazine, so made sure I took some photos.

The event was easy enough to find, the location was vast, which looked like good news, but actually, the boat show only filled the “north” hall of the center. The car park was the first thing that showed the difference from the London Events: Quite apart from the sunshine, there was hardly anyone in the car park, and it was VAST.

We paid our \$8 admission, and entered the hall. Second difference from London, - Virtually no chandlery stands, no big name electronics, and no SAILS!. It was all powerboats, and all petrol engines. Anyway, having got in we decided to at least see what was there, and found that all the stand helpers were exceptionally friendly. We were able to look in detail at even the most expensive boats on show, and had some great chats. It turned out that this was the third day (Monday) of a normally two day event, and most Floridians had attended on the earlier days. There were probably only about 200 visitors whilst we were there and the staff were glad of any attention!. – But were still happy to let us wander over their boats without “hovering”. I’m afraid that at this point I must admit that did nearly get seduced away from the true CATALAC path, by some amazing interiors:

This was a 30 ft power boat, brand new and about £100,000. It had three air conditioning units, (with their own silent generator), as well as the obligatory massive petrol engines to actually power the beast. I think that there were two TV’s, a Microwave, cooker fridge etc... all electric and run from the generator. One difference that was very noticeable was that the “Cookers” on all the boats were single ring Electric units, often set in beautiful solid “corian” work surfaces like the one in the photo. We talked to the guys on the stand about this and it seems that in the USA, if a



boat has “cooking” facilities, then it is classed as a second home, and you can claim the interest back against tax!!! - But eating out is so inexpensive that most boat owners never cook on their boats and eat out in restaurants... Hence the single electric hob!



We did actually find a lot of catamarans at the show, they were these “pontoon” boats.

These are effectively Aluminium tubes with a solid deck, sun shade, motor and lots of seats.

They looked great for the sun and fishing, but I could not imagine what a slight sea chop would do to them!. Nevertheless, some were able to do up to 50mph, by having massive motors and planning surfaces on the bottom of the tubes: Which brings me to my final picture....

I wonder what I would need to do to put these on the back of SCUBACAT?

All the best,
Dagnall and Cathy.

I think if you had those on the back of SCUACAT with all that power the standard props would work ok. However you may need to beg your boss not to let you have so much time off work and ask him to let you do longer hours, as having recently spoken to an owner of a 30ft. cabin cruiser with a single diesel engine who is very pleased with the fuel consumption of his present boat, he continued to tell me that he gets 2.5 miles to the gallon. (he is pleased with 2.5 mpg little wonder most gin palaces don't venture to far from their home port)
I think you would be lucky if those two engines on the rear of SCUBACAT did one mile per gallon and with petrol still a lot dearer to buy than marine diesel, you will need very deep pockets. ED.

I am hoping to get some work down there as well to save to enable me to live this nomadic life. It is like being self employed, work while the work is there. I feel very pulled between my family, my boys, friends and Alan. Hard to juggle them all in. Even my dog I miss like mad. He is with my ex. My boys are all doing well and are a pleasure to be around. My friends all have their lives and sometimes I feel like I am moving away but when I am back for longer it will settle back to its old routine.

AIS (Automatic Identification System) on the Cheap.

This article has been written for those of you who want to save a bit of cash and also see how useful this might be to your navigation, especially across busy shipping lanes.

AIS is a VHF radio transmission.

To see this transmission you need a VHF Radio With a **Discriminator** output.

An **Audio Cable** between the Radio and Computer.

A **computer**, preferably a laptop With a Pentium

type hard drive with a reasonable Amount of

memory and a compatible sound card.

Don't despair please read on !

All can be found from the following web site,

www.coaa.co.uk/shipplotter.htm

From here you can download your software on temporary basis or you can spend a few pounds to buy a more permanent version.

You can also look at the site www.discriminator.nl/index-en.html this site has all the information about finding and / or converting a radio or scanner to one you can use.

I purchased a very nice scanner on EBAY for about £10 which will also scan aircraft, police, amateur radio bands and loads of other things that you can listen in to. It is best in FM mode as the AIS signal is quite broad band and you may not receive all the message if not receiving in FM.

The two frequencies used are channel 87. 161.975 MHz and channel 88. 162.025 MHz.

The information sent every 2 to 10 seconds is the ships MMSI Number, Navigation Status,(Anchor or Underway).

Speed. Rate of Turn ? Position. Course and Time.

And every 6 minutes it transmits MMSI Number.

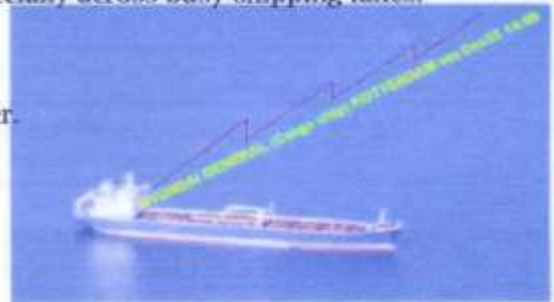
Call Sign. Ships Name. Type of Ship or Cargo.

Draught. Destination and ETA.

It may look something similar to the info on the right.

Having downloaded the software you will also want to look at the Charts available, these can vary a bit and I would not bother to much with them to start with.

First of all get your system together and up and running.



Mobile Geographics is worth looking at to start with As you can select your area and size chart to get you Started this is on

www.sailwx.info/maps/shipplotter.phtml

Putting in Lat.49.5 Long.-1 and a radius of 100 nm will give you most of the English Channel, then you

The questions members have asked about this month are too numerous to be dealt with in this months newsletter, they include rubbing strake replacement, Davits, Cockpit covers and

Should any member have advice or pictures of cockpit covers, or davits please e.mail them to me so we can share your experiences and please give us an idea of the costs that you incurred.

It was agreed that a rally should be held at Bembridge commencing on 22 May (HW 13.55 hrs) to 25 May. Those who wished could stay on over the Bank Holiday.

It was agreed that there should be a rally at Poole from Friday, 5 September to Sunday, 7 September with a lunch party at the RNLi College.

Peter Gimson advised the meeting of a MOCRA rally at Brest to which we had been invited. A local French Club had also invited us to join their cruise from Brest exploring some of the Islands further down Biscay. The details of which he would provide in due course via The Newsletter.

Rush update from Marilyn who is fortunate to be enjoying better weather than us Europeans as she continues her adventure of a lifetime that most of us can only dream about.

whether it be after work on Friday evening for a week-end cruise or the annual sailing

holiday on and off with all the usual must have provisions