

Commodore: MARGARET SMITH
e.mail : mihaptic@msn.com
Mob: +44(0) 7771 661 720

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

Catamaran Cruising Association

Formerly Bobcat & Catalac Cruising Association

Secretary: PETER GIMSON
Tel: +44 (0) 1 202 773 749 Mob: +44(0) 7971 808 777

e-mail: Peter.Gimson@sky.com

www.bobcatandcatalac.btinternet.co.uk

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.

January 2009

Hi Members

Dear Fellow Members, How the time flies even in winter.

The committee and I

Wish you a prosperous New Year.

Don't forget, to enter into your 2009 diaries the events that we are hoping you can attend. 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 (noon) on Saturday the 7th. of February

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

The AGM to be held on Saturday, 28th. March at the Gun PH. Keyhaven

We look forward to seeing you.

Earlier last year our rally on the May Bank Holiday at Bembridge, IOW. was cut short by bad weather and those members having to travel from outside the Solent area, who managed to attend, headed back to their home-port for shelter there. We didn't manage to leave our home port of Cherbourg as we were blockaded in by the local fishermen and therefore unable to attend. The weather set the pattern for last season with strong winds that seemed, unlike previous years, to last for weeks at a time rather than two or three days. During the sailing season we were fortunate to have had several good sails and met up with other members and also made several new friends while cruising the Channel

Islands and the beautiful Cote de Granite Rose of Brittany. This is a fantastic sailing area. The tides are high and the currents caused by them run fast, this can help to enable you to average 7 to 8 knots while sailing without much wind in good sea conditions. The area which is rock strewn needs to be treated with respect as the currents can all too easily carry you into danger and any wind over tide conditions will cause the sea and waves to pick up and be at best uncomfortable.

The admiral cracked one of her rear teeth before we left UK. at the beginning of the season necessitating a quick trip to the dentist for treatment before we set off to France and our summer cruise. Our Summer cruise began and our first trip saw us motored into a f3 westerly just enough wind to cause breaking seas over the deck and occasionally over the dog house at Cap de la Hauge, once past the Cap, we headed South into smooth seas, hoisted the sails and shut the engines off. Two other boats that left Cherbourg the same time continued on into the wind, either to Alderney or Guernsey but our first port of call would be Port Bail, 5 miles south of Carteret, where we intended to dry-out on the sand and scrub the bottom. After a leisurly scrub we antifowled and waited for another cat from Christchurch to join us, they however telephoned us to say that they would be delayed for a week. Although once inside Port Bail it is perfect for safe anchoring the 5 day forecast courtesy of our nasa weatherman, of predicted strong winds from the West means we would be on a lee shore should we wish to leave. With a reasonable forecast from Jersey Coastguard for the following morning we headed for St Aubins on Jersey. St Aubins is a small drying harbour with fore and aft moorings for local boats, the wall to the right is for refueling and visitors, where subject to room, one can tie on the wall. The wall is for visitors however, some local boats feel that it is their right to ignore the rules and leave their boat on the wall. If the wall is full there is plenty of room just outside the inner harbour behind the fort. We arrived with just enough water to allow us to enter, the first space was occupied by an Athena 38, that just left us enough room to pass it and the other boats on their moorings, and we found space on the wall behind another cat an 8M catalac Gail O. The Royal Jersey Sailing Club at St Aubins has excellent hospitality and showers, views over the bay and all visiting yachtsmen are welcome. There is no berthing fee at St Aubins, good toilets are within 100yds. As is the local supermarket and also the garage will supply fuel and sell you a card should you require electric. St Hellier is 5miles round the bay and should you have bikes the Jersey cycle routes are excellent.

Members are asked to suggest venues for the 2009 bank holiday rally and our annual cruise to follow on from the second bank holiday in May.

Let's all hope the weather in 2009 is more favorable for our events than this year.

Last month's meet and eat per usual, a good time had by all, but time yet again passed too quickly.. 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 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 very 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, Many thanks. ED.

Dagnall And Cathy Clutterbuck were busy last 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 planing 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 SCUBACAT 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.

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