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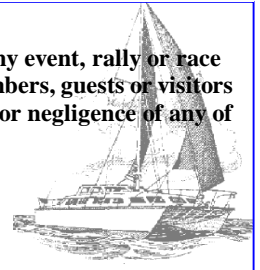
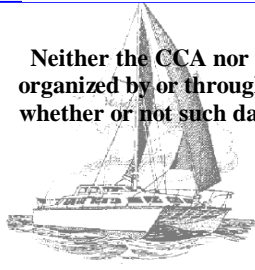
www.bobcatandcatalac.btinternet.co.uk

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.



APRIL 2010

Dear Members

Maggie Smith our Commodore has retired to look after her husband, Roger, who is seriously ill. I have received a phone call from Maggie asking me to pass on the sad news that Roger has passed away. Roger always loved attending the rallies and taking part his presence will be greatly missed.

The **AGM** at The Gun, Keyhaven, was well attended and enjoyable with good food. Those attending were: Bob & Ann Freeman – Think Again; Sue & Peter Gimson – Me-and-er; Chris, Aleck & ‘Pop’ Tidmarsh – Dragonslayer; Tony & Jacqui Lindord – Jazzcat; Jeremy Bretherton – Allez Cat; John & Margaret Waller – Rumbleteazer and John Shell.

Minutes of the Annual General Meeting of the Catamaran Cruising Association held at The Gun Public House, Keyhaven, on Saturday, 27 March 2010

Committee Present: Peter Gimson (Secretary); Bob Freeman (Webb Page Master); Sue Stacey; Jeremy Bretherton; Tony Linford.

Apologies for Absence: Roger & Maggie Smith (Commodore); Rick Harvey (Treasurer); Cathy & Dagnall Clutterbuck; Theo Hargreaves (Examiner).

In Attendance: Ann Freeman; Jacqui Linford; John Shell; John & Margaret Waller, Aleck, Chris & ‘Pop’ Tidmarsh.

In the absence of the Commodore, the Secretary welcomed those present and received confirmations that the minutes of the last Annual General Meeting held on 20 March 2009, were read, approved and accepted. The meeting commenced to conduct the formal business as follows:

1. In the absence of the Association’s Examiner, Theo Hargreaves, due to illness, the Accounts will be explained at the soonest opportunity. Theo has kindly agreed to continue as the Association’s Examiner, for which we extend our grateful thanks.

2. Our Commodore, Maggie Smith, has retired and we thank her for the past commitment she has given to the Association. Jacqui Linford proposed and Jeremy Bretherton seconded the appointment of Aleck Tidmarsh as the new Commodore.

3. After many years of service as Treasurer, Rick Harvey wished to resign due to changing circumstances. We thank him for his many years of service. Jeremy Bretherton proposed and Tony Linford seconded the appointment of Susan Stacey as Treasurer.

4. The existing Committee Members will continue to stand with the addition of Chris Tidmarsh whose appointment onto the Committee was proposed by Susan Stacey and seconded by Jacqui Linford.

5. Forthcoming Events:

a. 29 - 31 May 2010 - Rally - The Folly Inn, River Medina, Isle of Wight

b. 30 June - 1 July 2010 - Cruise - Poole. Jeremy Bretherton organizing

c. 19 - 22 August 2010 - Bournemouth Air Festival Rally with Sunday lunch at the RNLI

d. 18 September 2010 - Southampton Boat Show dinner at the Duke of Wellington

Full details and all information regarding the above events will appear in the newsletters.

8. Any Other Business

a. Due to the adverse weather conditions of the last few years, our cruises and rallies have suffered in attendance. To help counteract this it was suggested by Bob Freeman that members who are intending to cruise in the near future could post their intentions on the web page thereby allowing other members to join up. This idea was accepted.

b. Jacqui Linford suggested a car boot sale for future "meets" to be held in the car park and anyone wishing to sell/exchange their wares should bring them along. This suggestion was well received.

As there being no further business members carried on enjoying the occasion.

27.03.2010

Welcome to new owners who have found our association through the web.

Please note that I have now sold Celtic Gold - Catalac 9m sail No 15

New owner Annie Lowey of the Isle of Man.

I have replaced her with a Catalac 900 - Duetta - sail No. 911

Here's looking forward to a good season,

regards,

Kevin I. Broadbent.

(2) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ

Hi Kevin,

Many thanks for the information; we are all looking forward to a better season.

I understand via the grapevine that Celtic Gold got swamped last year is that true?

My season last year consisted of sailing from Cherbourg to the Isle of Wight and then on to Bembridge for our May rally.

This year we hopefully will get more sailing and better weather.

Would you or Annie like to join our association?

I have attached some newsletters for you to read.

Fair winds

Peter Gimson.

Thanks Peter,

yes, sadly Celtic Gold was swamped at the end of a very successful cruise through the Clyde and home via Jura, Islay and Northern Ireland last August. She was found still securely attached to a visitors mooring and once recovered to the beach, floated with no problems.

Hopefully the new owner will restore her to her former glory and we'll see her out again soon.

The good news is that there was no one on board (although if there had been then the disaster may have been averted!).

I would be interested in joining the assoc. and will send a completed mandate - I'll also pass on details to Annie.

Thanks again.

Kevin I. Broadbent

From: Lex <lexmead@yahoo.co.uk>

To: bobatlongleaze@aol.com

Hi Bob,

I'm a new boat owner of a catalac series 900.

The name is MOKASSA 11 and it's in Bristol uk.

Regards

Les Mead

Hi Les,

I am sure you will enjoy many years safe and pleasurable sailing from your Catalac 900 MOKASSA 11

Would you like to join our catamaran association we are able to offer members plenty of useful and money saving tips gained after many years experience.

I enclose some newsletters for your perusal.

fair winds

Peter Gimson

Catalac 8.220 ME-AND-ER

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Available – Free of Charge

Tony & Jacqui Linford have a quantity of blue rubbing strake available for collection if anyone is interested.

Please contact them on the following number: 07989 110837

Mooring Available at Christchurch.

If anyone is interested in a mooring at Christchurch Harbour this season please contact Bob Freeman at: bobatlongleaze@aol.com or Mob: 0780 7907796

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Hi, Because of my age I have decided it's now time to consider selling my boat, and would like to put an advert in the next newsletter as follows

Catalac 9 mtr for sale.

Sail no 251 launched 1985, Very extensive inventory,
Lying Marti Marina, Turkey £28000

lpcamber@lineone.net or ring 01825 722071.

Many thanks Les Camber

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John Shell a member who lives on Hayling Island is available for crewing.

**Should any member have space or feel the need for another pair of willing hands call
Mob:0 7786 390 147**

Email from new owner jim Glassbrook at info@johnhillproperties.com

Hello Peter,

We will be trying to sail from Ibiza to the Algarve starting 23rd. of next month.
Could you please tell me the capacity of the fuel tanks? (I'm assuming that they are standard) & what sort of speed can we expect from the Yanmars ?
Due to work commitments we'll only have a week & Sos's law says that the weather will be contrary but one never knows.

Cheers,

Jim Glassbrook

Hi Jim,

I have just measured the size of the diesel tanks on a 9 meter Catalac. I did this because I am surprised to say that having asked several owners, what is the capacity of the fuel tanks; I have not found anyone that knows. From measuring the tanks I can say that on a boat of similar age to yours the capacity of each tank is 9.3 UK gallons.

The fuel consumption at worst is one third of a gallon per hour.

As per the speed, I would be tempted to cruise at 5 to 5.5 Knots. I say this because both the boat and engines are old though the boat new to you.

By cruising at that speed you should not strain either the engines or gearboxes.

I wish you fair winds and kind seas.

Peter Gimson.

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The dates for forthcoming rallies are set as follows:

- a. **29 – 31 May** – Spring Bank Holiday Rally, Folly Reach, River Medina, Isle of Wight. Rafting up on the Folly Pontoons or anchoring nearby at Windy Gap. It is intended to have a meal at the Folly Inn on Saturday evening. Please let us know if you are able/unable to attend.
- b. **30 June – 1 July** – Poole Harbour Rally. Jeremy Bretherton is organizing this. Please contact Jeremy, either by text to 07876 581287 or email to Jeremy.bretherton@leygreen.co.uk, if you are able/unable to attend.
- c. **19 – 22 August** – Bournemouth Air Festival Rally with Sunday Lunch in Poole at the RNLI. Please let us know if you are able/unable to join in the lunch at the RNLI so a table can be reserved.
- d. **18 September** – Southampton Boat Show. As usual, we shall meet for dinner on the last Saturday of the Boat Show at the Duke of Wellington, Bugle Street, opposite the Boat Show in the old part of the city, at about 1830. Please let us know if you are hoping to come along.

For further details of the above meets and rallies please check on
www.bobcatandcatalac.btinternet.co.uk

Article from one of Jeremy Bretherton's clan with a simple warning that concerns us all.

How to Lock Your Car and Why

I locked my car. As I walked away I heard my car door unlock. I went back and locked my car again, three times. Each time, as soon as I started to walk away, I would hear it unlock again!! Naturally alarmed, I looked around and there were two guys sitting in a car in the fire lane next to the store. They were obviously watching me intently, and there was no doubt they were somehow involved in this very weird situation. I quickly chucked the errand I was on, jumped in my car and sped away.

I went straight to the police station, told them what had happened, and found out I was part of a new, and very successful, scheme being used to gain entry into cars.

Two weeks later, my friend's son had a similar happening... While travelling, my friend's son stopped at a roadside rest to use the bathroom. When he came out to his car less than 4-5 minutes later, someone had gotten into his car and stolen his cell phone, laptop computer, GPS navigator, briefcase.....you name it. He called the police and since there were no signs of his car being broken into, the police told him he had been a victim of the latest robbery tactic -- there is a device that robbers are using now to clone your security code when you lock your doors on your car using your key-chain locking device..remotely. They sit a distance away and watch for their next victim.

They know you are going inside the store, restaurant, or bathroom and they now have a few minutes to steal and run.

The police officer advised that you manually lock your car door-by hitting the lock button inside the car -- that way if there is someone sitting in a parking lot watching for their next victim, it will not be you.

When you hit the lock button on your car upon exiting, it does not send the security code, but if you walk away and use the remote door lock on your key chain, it sends the code through the airwaves where it can be instantly stolen.

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This is very real.

Be wisely aware of what you just read and please pass this note on. Look how many times we all lock our doors with our remote just to be sure we remembered to lock them -- and bingo, someone has our code...and whatever was in our car.

Snopes Approved -- Please share with everyone you know!!

Many thanks for the information Jeremy apart from car thieves our boats equipment is vulnerable, although it is often stolen to order, there is also an easy market place with all the boat jumbles at this time of year. ED.

ECLIPSE AND BACK

Most of our passage planning is pretty simple. We will go to point X but only if and when the wind takes us there. This year was different. We wished to be seven miles NE of Pointe de Barfleur at 1100 on 11 August. This seemed the most likely place to see the total eclipse from a study of the August meteorology and Cornwall was widely predicted to have sunk by then under the weight of people. We had a two-week window before the date during which we planned to move our 9 metre Catalac from Walton on Naze to Christchurch and to our astonishment the Gods smiled on us and on the first available day we left Walton with a NE 4-5 forecast. It turned out to be 6-7 as we crossed between the outer sand banks of the Thames Estuary to Ramsgate and we left some fairly dramatic breakers close under our lee but it was a fast crossing. Payment was exacted for the favourable wind for as we manoeuvred in Ramsgate Harbour we lost the gearbox on our ageing port engine – a Renault RC16D. We set out late the following day sitting in harbour while it blew NE7 with 8 in the Dover straight. Why are the Gods always overgenerous when they give us a favourable wind?

Dawn three days later saw us creeping round Hurst in 50ft visibility at the end of slack water and we plugged through the adverse tide to Christchurch on our remaining engine where we had arranged to leave the boat for the next week.

Torrential rain and slow moving metal on the M25 on the Friday before the eclipse saw us struggle back to Christchurch where we swapped boat for car and headed for Poole. The first rebuild of the gearbox (off Pottery Pier) saw it locked in reverse so we rebuilt it again and got it locked in forward and with this we felt able to set out for Cherbourg.

The forecast promised us winds north of West but them up there knew better and we found ourselves plugging to windward, mostly motor-sailing but with some motoring dead to windward. Fourteen hours for the crossing but it would have been 24 without our second engine so the time spent on the gearbox paid off.

Chantereyne Marina was very crowded and disrupted by an RYA Motor Cruising Raid. A day of stocking up on essential solid and liquid supplies (yes we did fill up with diesel) allowed us to give very close attention to the critical weather forecast for E-day on the morrow.

0800 saw us heading North East in a flat calm with 7/8 cloud but it seemed clearer out to sea. Soon we were committed as the tide sped us North East and we looked to see cloud breaking over Cherbourg. Shafts of sunlight seemed to come down everywhere where we weren't and we sailed on in SW 1-2 in unbroken cloud. Fate was to be kind. At 0930 a French minesweeper passed us and we sent the ensign to the dip, without response. Just then the hazy sun broke through and we saw that it was already being nibbled away by the moon. We tried to set up our main viewing aid (the sextant telescope projecting an image of the sun onto a white board) but for the next hour high cloud did the filtering for us and we were able to look directly as long as we kept alert for the odd thin patch of cloud when the retina was at risk. During these periods we used the sextant with considerable success.

I was acutely aware that the Met Office had warned that there might be gusts of up to force 8 in the hour before and the hour after totality and I was ready to strip the sails off. In the event we meandered on in 8 knots from the SW with one gust to 9 knots.

The sun was nibbled steadily away and then suddenly things started to happen very rapidly in the minutes before totality. Gloom fell quickly over the sea and we logged "Total eclipse of the sun – navigation lights on and checked" as we saw Barfleur light switch on. For me the most exciting moment was the diamond ring with the last tiny bright fragment of the sun sparkling at us for a few seconds. Then the sun was gone but for the dim coronal ring. As darkness fell with totality we very briefly saw the striped diffraction pattern on the sea. It had been chilling down but with totality we shivered. All the birds landed on the land we had a few minutes of "almost dark". Then, seemingly, very quickly, it all reversed. Suddenly the diamond ring was back and then the sun came out. The watch said the pace was the same as the onset of the eclipse but it all seemed quicker. The blessed warmth of the sun swept over us and day returned. We were left wondering what our forbears without the benefit of advance warning of the eclipse must have felt when such a thing happened – fear rather than wonder I suspect.

Now we had to pay the price of sailing out almost onto the centre line of totality. The tide was turning against us fast around Barfleur and seemed much stronger than Reeves-Foulkes' little arrows. Three hours at 6 knots on both engines saw us make 2.5 miles to the South while pushed 5 miles in towards Barfleur before we broke out of the race and made our way to anchor at Point de Saire to paddle and row about while waiting the tide to enter St Vaast.

We spent a pleasant couple of days in St Vaast and revisited the fortress island of Tatihou (if you haven't been it is well worth a visit). Then our family left on the bus to retrace their steps to Cherbourg and back to Portsmouth while we sailed south to Carentan. We arrived at the entrance of the Baie du Grand Vey an hour before low water and took the ground and walked about half a mile landward to visit the outermost buoy of the Carentan Channel. We kept a close eye on the tide and made sure that we were safely back aboard before it turned. When the flood came the banks covered very fast indeed. We followed the tide across the banks in the gathering gloom and so into the canalized river up to Carentan lock. We got there at the same time as the lock keeper.

The tide up the river makes a bore at springs (we watched it from the shore 12 hours later) and the tide at Carentan lock raises about 1 meter in 15 minutes. I would not arrive that early again for the lock is in the middle of the Y where two rivers join and early on the tide it is very turbulent. An hour later all is calm and entry is much easier.

We strongly recommend Carentan, a spacious, friendly marina built in a broad canal constructed by Napoleon. The town is interesting and there are trains to Cherbourg, Caen and Paris. The cost to stay for our 9 metre was very reasonable and longer stays attract discounts. We took advantage of our two-day stay to regrind the gearbox cones to get back the luxury of being able to go both forwards and backwards under control.

We had to get back to London to collect A-level results so we set off back via St Vaast to Poole. A weather window thoughtfully appeared (it had been blowing a bit) with a forecast of West 4-5. Three hours out we realised that it was rapidly becoming NW 6-7 so we changed destination to Bembridge and reached fast across to an anchorage near St Helen's Fort. This left us at the wrong end of the Solent to collect the car from Christchurch so the next day saw us flogging down the Western Solent, with the tide but into SW7-8. The chop was vicious but despite this there was no point when we were not happy with the boat. Discretion being the better part of valour we eschewed the Hurst Narrows and ducked into Lymington and finished the journey the next day on a Wilts and Dorset bus.

Satisfactory A-level results saw us back later in the month to take the boat East again. The cruise was eventful with several lessons learnt – perhaps I will write them up one day.
Happy Sailing may the gods be with you.

For Sale

CATALAC 9.213 “PUMA SAFARI”

This 9m. as a selection of the work sheets below indicate, has been refurbished from stem to stern and is ready for the coming season. With the equipment to numerous to list, interested purchasers should contact Colin Hastings for further details by email: at chastings@btconnect.com

Price.....£28,000.00

PUMA SAFARI may be viewed at St. Mawes Cornwall.

2001/2002 Extensive refurbishment and modification carried out New windows throughout including dog house -----
---Two new Yanmar 1GM engines, 3 blade props and prop shaft, rope cutters, seacocks (fitted by John Skews, Cellar Marine, Porthallow, Yanmar agents) -----Pressurised hot water and heating system (radiator in heads and matrix hot air in) saloon)....Mikuni diesel heater, Vetus calorifier. -----New jib and mainsail made by Collins Sailmakers near St Mawes -----New jib winches (Andersen two speed self tailing) -----New gas cooker/oven and 12v electric fridge
Fitting solar panel to trickle charge all batteries -----Adverc battery management system-----Electric anchor windlass with dedicated battery -----Additional service battery capacity -----New NASA Clipper instruments, Garmin GPS, and tachometers -----New gas pipes -----Autohelm 3000 upgraded by Raymarine

2006 Insurance survey completed. -----All recommendations actioned -----New Standard Horizon VM-3500E DSC/VHF with external speaker -----New burners and thermocouples in cooker/oven -----Rigging inspected and riggers recommendations carried out -----Rotostay jib furler serviced -----Mikuni heater serviced

2007-----Replacement of all bunk mattresses and seating in saloon with new upholstery -----Gas safety inspection and report -----New stern glands and install manual remote greasing system -----New headlining in saloon, heads and rear cabin (I have the materials to replace the headlining in the two forward cabins and this work will be completed before the sale)

2009 tri/anchor masthead light -----New masthead anemometer -----All wiring in mast tested New spinnaker halyard and topping lift New engine start battery -----New Yamaha 2.5 HP outboard -----Stainless steel water tanks in hulls removed and checked

