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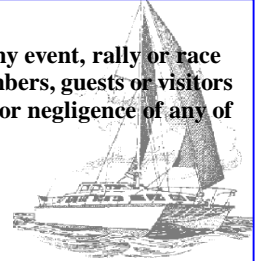
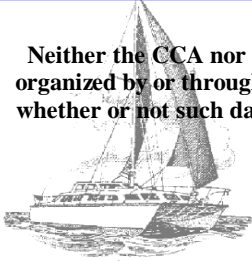
www.bobcatandcatalac.btinternet.co.uk

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.



FEBRUARY 2010

Hello Members.

The winter weather should soon make way for spring. The days are starting to get longer as both boat yards and marinas begin to see boat owners stirring from the cold. The sailing season will soon be on us and those little jobs that we failed to do before winter lay up must be tackled now.

If we expect tradesmen to have our little jobs completed before we launch we must contact them immediately to avoid disappointment and lost boating time.

Our boats are getting older and marine insurance companies are getting far more cautious of late and some now want surveys every three years.

I am sure most owners keep their boat shipshape and Bristol fashion but keeping up with the ever-changing rules regarding safety are not for the faint hearted.

The Rules since your boat last had a survey will have changed with regard to gas storage copper pipe connections and the provision of shut off valves. A gas alarm and bubble valve, though not mandatory, should also be fitted.

Your insurance company will insist that any work to be done that a survey recommends with regard to gas must be completed by a marine corgi gas installer, which is different from the man that looks after your gas boiler at home.

Skin fitting water outlets both above and below the sea level must not be plastic. The original outlets above the water line from the galley and heads sinks do not conform neither do the bilge pump outlets. All these outlets must be metal and should also have a single lever seacock to enable you to shut the gate. General safety of the boat and crew are also changing each season.

If you are due to have a survey I would advise you talk to your surveyor before the survey, thus giving you a little advice and time should you wish to complete any of the jobs within your capabilities, or your tradesmen time to complete their work before the start of the season.

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

If you want any advice on the rules or are due a survey contact Clive Smith mob: 079741 141604 e.mail clive.smithmarinesurveyor@tesco.net don't leave it to the last minute.

This is also the time of year, for those despicable little maggots to be active. I refer of course to the opportunist thieves.

Many of us unwittingly advertise what goodies we have on board by displaying aerials and equipment in view for any prying eyes to see. As you walk to your boat while it is ashore just glance at the many owners who, like you, are preparing their boats for the coming season and you will see new auto pilots being fitted along with radar, plotters and even the odd new dinghy or outboard.

All these items are new and they are all easy to sell at jumbles or on e.bay.

I bet you are glad that you instructed your insurance company that you wanted that new dinghy or outboard added to your insured inventory. If you didn't you may well find that these new goods are not covered.

As a matter of course all dinghies should be clearly marked as tender to (the main vessel).

Whether you keep it onboard or while you are ashore with it, lock it to a secure fitting, it only takes a moment. For security I use an old plastic coated stainless steel wire with eyes at each end. The wire goes through the transom and then forward securing the outboard and the fuel tank, it continues through the front eye of the dinghy before being secured ashore.

While working on your boat don't be tempted to leave any power tools or tool boxes on board while you are not aboard as they may walk and are also very expensive to replace.

The lesson to be learnt is keeping it out of sight and postcode all items that are easily removed.

Fit an alarm, they are not expensive these days and easy to fit.

Please let us know if you have an alarm fitted to your boat, we would be grateful for the information.

A DIFFERENT KIND OF POLICE CHASE

Having found us storm bound in Saint Malo, Brittany, at the end of the season we decided to stay there for the winter. We opted for the Marina at St. Servan as they had an arrangement with the municipal car park for "Poor Brits". After booking two car parking spaces for six months for the sum of £30 paid in advance "Kataragama", our 9 metre Catalac, was trundled by the Marina's monster three wheeled crane cum travelator (see photo) to the car park, chocked up and covered up.

Before leaving for England I arranged for an OAP to keep an eye on the boat through the winter.

Come the Easter holidays my wife and I plus three children arrived by car ferry in Saint Malo in the last week in March in high spirits as we had resolved to realise a dream of mine to take the boat to the Mediterranean. Imagine our consternation, shock and dismay on seeing the state of the boat when we took the cover off. The cockpit was littered with discharged fire extinguishers, broken flares and the life raft ripped open. Inside was worse as anything that could be squirted had been squirted. We spent the first day clearing everything out and putting them between the hulls. The family slept in our Citroen safari that night while my wife and I took it in turns to keep watch on all our clobber.



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The OAP, of course, had seen nothing nor had the marina manager who had tied up some loose ropes during the winter. The Manager was sympathetic and helpful letting me use his phone (pre mobiles) and directing me to the Police Municipal as the insurance company told me to report it to the police and make a statement to them. **So the police chase started.**

They said they reported to the Gendarmerie.

In any event St.Servain was outside their jurisdiction of Saint Malo.

St.Servan did not have a separate Police Municipal and relied on the Gendarmerie Nationale.

I eventually located a Gendarmerie motorcyclist to ask for directions and was curtly told that their job was to protect “la communauté” not individuals. Back again to the Manager I asked what about Commissariat CRS, Corps Republicain de Sécurité whose offices I had passed. I was told they came under the Minister of the Interior and appeared to be a sort of military police. However, one of the marina staff suggested the Marine Police and told me where to go. On their office door was a note that they were off duty until 1st.April. As it was 31st.March, we arranged for the boat to be launched the next day (see photo) and I duly went to their office only to be told that the event occurred when they were off duty and in any case they were only concerned with things that happened on the sea.

Back to the marina office to use the phone to the Insurance Company who said their rules required a police stamp on the statement no matter what language the statement was in. The Marina Manager, who had been listening to the conversation, said he would have a word with his brother in law during his lunch hour as he worked for the police and for me to come back after lunch. This I did arranging to meet his brother in law at the café Tour Solidor at 10.am the next day.

Sharp at 10.am I was there only realising then that I didn't know his name or what he looked like. The hot chocolate I had ordered, was brought by a man who asked if these were the papers pointing to my hand written statement on the table. Even as I was saying yes he was banging each page with his fist inside of which was a stamp I couldn't see.

He was away with the bag that was also on the table, containing a couple of bottles of whiskey to oil the wheels so to speak. I picked up the scattered pages as he left. No “bon jour” or “au revoir”. Why should I worry? I had my stamp. After sending everything off to the post I rushed back to the Marina Manager giving him the other two bottles of “Red Label” whiskey which I had spent the previous afternoon and early evening searching for and on to the boat and off to the Barrage and the river Rance, at last. We made La Roche Bernard before the holidays ended despite having run out of water on the staircase in the canal while the lock keeper went off for lunch and arrived home to be met by a very welcome cheque from the Insurance Company.

Jeremy Bretherton

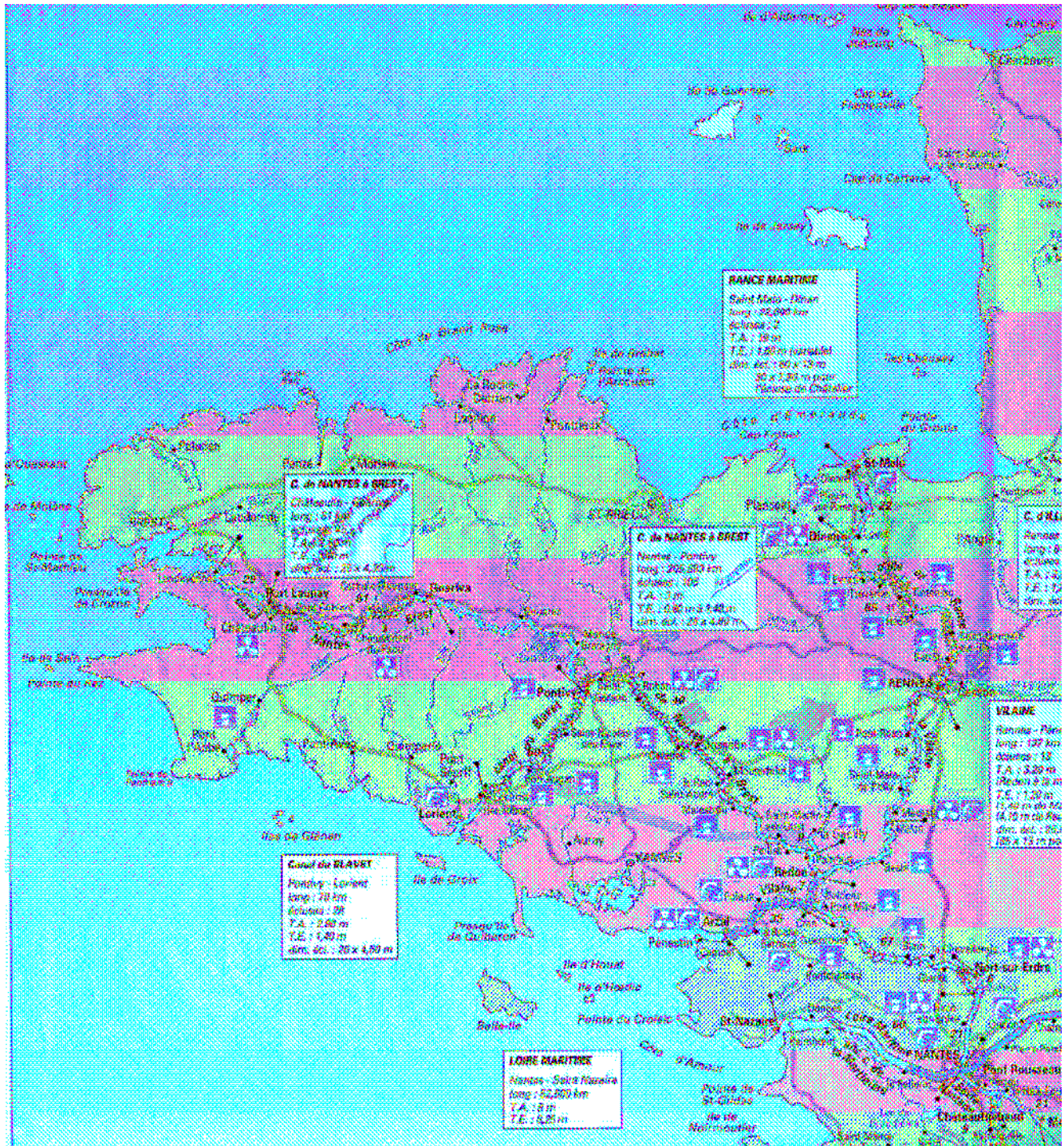
19.01.2010

Many thanks for the article Jeremy. Red Label rather than red wine seemed to oil the wheels so to speak.

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French Canals Part 4 Getting to the Canal du Midi

The distance, the sea trip and the navigation puts a lot of people off but there again it is worth thinking about, there are some lovely cruising areas around Brittany and the west coast of France and the best time is March/April to September or early October. If your boat has the right draft this is an excellent way to get quickly from the English Channel to the central Mediterranean the biggest problems are: Draft - 1.6 metres (5ft 2 inches) MAX! Less in high summer. Width - 5.5 metres (18ft.) Height - 3 metres but be warned that the height of 3m is to the centre of the bridge arches - the sides may be as low as 2metres (6ft 5inches) The length of the locks are 30metres (98ft 4inches).

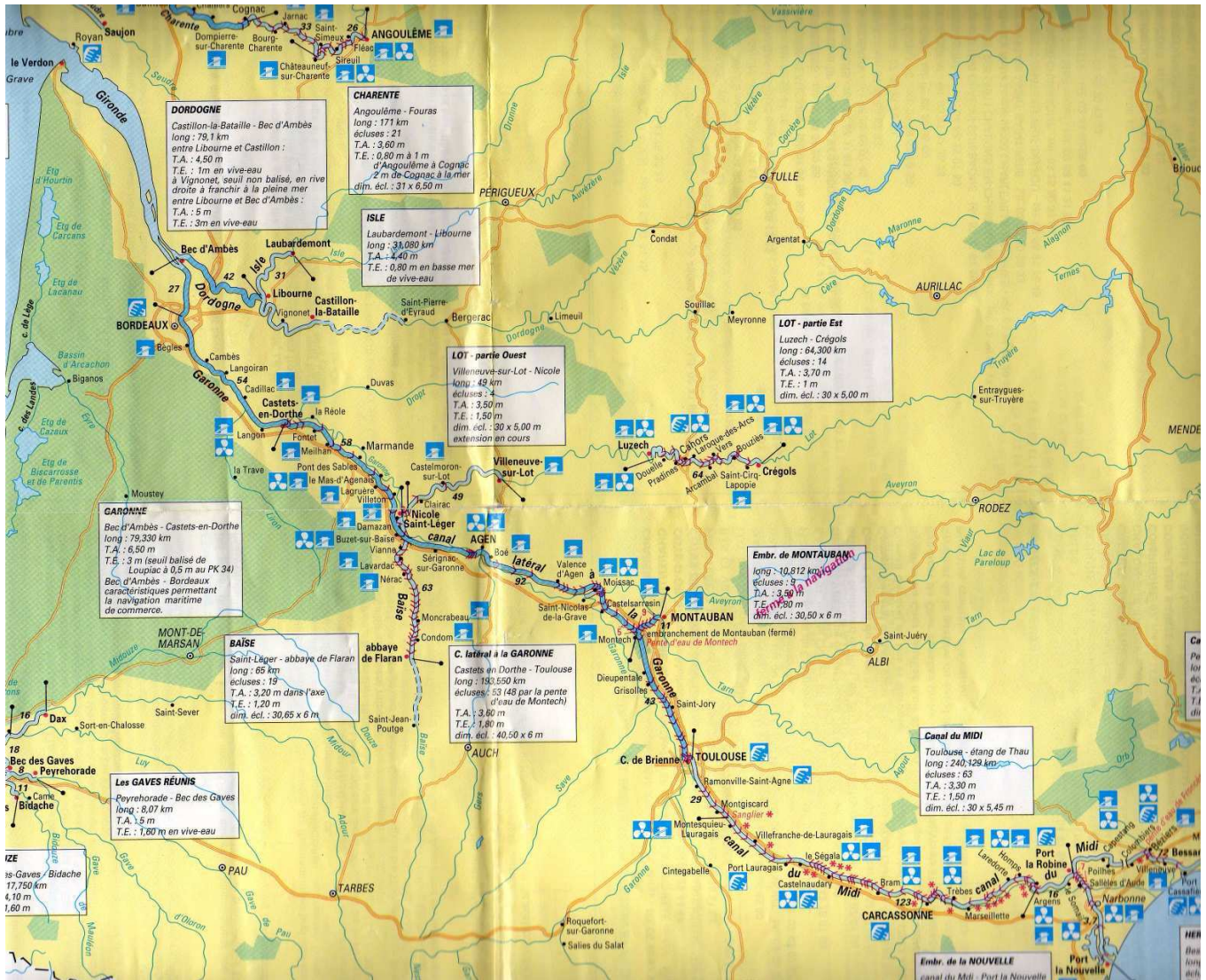


If you want to get to the Mediterranean there are quite a few options, the first being the Channel Islands Alderney, Guernsey and Jersey, well worth a holiday on their own. The next choice is whether to go down to St Malo or aim for one of the North Brittany ports. You may think of going into the River Rance at St Malo. The Brittany canals look like a good way of cutting the corner of the more challenging waters around Ushant, but there are two major problems with this canal route. The max draft is 1.2 metres for most of it and the width of many of the locks are narrow, apart from the huge sea locks but it is well worth a visit if you have the time.

The time taken will vary depending on the number of crew, daylight sailing, making use of the tide for 6 to 8 hours a day, say St Malo, Portrieux, Morlaix and to L'Aber-Wrac'h or something like that.

L'Aber-Wrac'h will give you a point to get your passage right for going down Le Four, which is very important. You will then be planning the next part of your trip down the west coast of France, perhaps stopping at either Brest, Camaret, Morgat or Douarnenez before passing through the Raz du Sein. This again, like the Le Four channel, needs to be planned for weather and tides and although you may have a good GPS a good Chart and Pilot will be more than helpful. A lot of English people do keep their boats over here and enjoy the large cruising area. As I have mentioned, it will depend on what crew you have as to how many stops you make but you should eventually arrive at Royon at the mouth of the Gironde, just south of La Rochelle. You will need a proper detailed chart of the Gironde between Royan and Bordeaux. Like the Thames estuary, this is a serious river with shoals and fast running currents, so plan carefully. At Bordeaux you can take down your mast and get lots and lots of fenders or rubber tyres to surround your topsides and protect your hull from the rough concrete walls that you will regularly be coming alongside in locks, (the tyres should touch the water.). There are normally stacks of tyres at the cranes left by boats going the other way. So although this can be a good route for many, the very low bridges with an arch may be a problem.... Also be aware that in mid summer when there is a drought, water can be lower than advertised in the Canal du Midi. Unlike the canals in eastern France where you can push your keel though the soft mud, the Canal du Midi was blasted out of rock... It is not unknown for boats on the limit to have to be craned out and put on lorries when the level drops in mid summer.

The actual Route is the Gironde into Bordeaux and then into the Garonne to Castets - about 53K from Bordeaux. From there it becomes the Canal Lateral at La Garonne to Toulouse where it becomes the Canal du Midi.



DISTANCE FROM Bordeaux to Sete - 503 Kilometers - 139 locks.

At Sete or Port St Louis you can get your mast re-stepped get rid of your tyres and you are already half way across the Mediterranean. Not too far from the Balearics or Corsica and Italy.

Bob Freeman.

Many thanks Bob for another article on the canal system.

To be honest I have enjoyed being in the Rance for a few days, you can sail from St Malo to Dinan, to travel further the mast must be dropped. For me the thought of 503 Kilometres, stopping for a lock on average every 3 to 4 kilometres, doesn't sound much like a sailing holiday. That said, I agree that being in the French canal system can be very relaxing and a chance to explore inland.

It is a good place to hide from strong winds and rough seas. There is always plenty to keep you amused with the many hikers, dog walkers and cyclists that appear and disappear along the towpath getting their daily exercise. For us, shopping becomes no longer a chore; indeed the daily stroll to the nearest boulangerie for the baguette or lunchtime plat du jour becomes a relaxing pleasure.

Fortunately every one is different, I know there are many Catalacs that once having entered the canal system never venture out to sea again, their owners quite content to join the other boat owners.

ED.

E.mails received from other catamaran owners

From new owner Les Mead e.mail lexmead@yahoo.co.uk

We have just come across your site.

I have recently purchased a Bluewater Catalac 900 1993.

It was at Bradwell Marina in Essex and I managed to sail her to Gillingham Marina in Kent where she was hauled out and transported down to Bristol Marina.

That was Friday. She is now on the hard in the Marina compound.

The boat name is MOKASSA 11.

I'm going to need some advice, as I'm new to this boat. Can you recommend any forums.

Regards
Les Mead

Can any members help Les with any useful forums? Please email him direct. ED.

Dear Peter,

Just a quick email to say I have sold Catalac 9/57.

I shall try to encourage the new owner to join up. I have bought a modified Snowgoose 34 catamaran called Anuanua.

As you can see I have an email address although I'm not good at this malarkey.
Fairwinds George Jepps

Hi George,

Many thanks for the information.

I would be grateful if you could let me know SEA FORRELL's new owner's email address.

Having owned your 9meter Catalac for many years I wish you good luck with your modified Snowgoose.

What modifications have been made?
Are they of the weather protection or performance variety?

Fairwinds Peter Gimson.

I just stumbled across your website and the history of the Bobcat at
http://www.bobcatandcatalac.btinternet.co.uk/General_Information.htm

I can add this - Bill O'Brien and Tom Lack were in the process of building the Mark 3 Bobcat 8m, which had inboard engines, when they split up and O'Brien subsequently went broke.

As part of the bankruptcy process, the plug for the Mk 3 mould was sold by auction to one of the boatyard workers, who finished it off to become Bobcat #137, "Ça Va". I bought it in 1970.

It was suffering from the GRP skin lifting, which was fixed at the Lacks' yard. To accommodate the propeller shafts, the boat had moulded-in skegs, which made it very slow to tack.

Dave Kimble
Mission Beach
Far North Queensland,
Australia

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 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 capacityNew 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

