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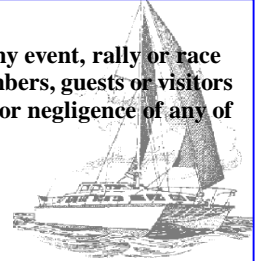
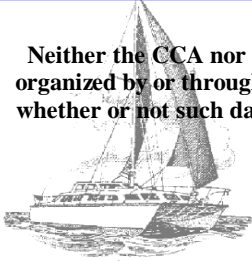
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Disclaimer

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.



JANUARY 2010

Hello Members

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

The committee and I wish you a prosperous New Year with fair winds and good weather for the coming season.

It's that time again when **subscriptions** are due and we would like to receive the subs by the end of February 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, email or address changes.

If you require a new 2010 C.C.A. Register of Owners please send **£7.00** or a new BCCA burgee to smarten up your boat send **£15.00** to cover the cost of posting and printing.

While the weather is too cold for working on the boat, it is a good time for you to get your fingers out onto the keys or put pen to paper and send us your stories, mods, queries, places/clubs that you like, good value for money etc.

The newsletter is only as good as the information you give us and your efforts are very much appreciated by all.

Don't forget to enter into your 2010 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 6th of February

at the Spinnaker PH, Swanwick situated opposite Moody's Boatyard, Hampshire. Please let us know if you are able to come along. The hotel need to know nos a week before as they will reserve space in the bar area and lay a table for us.

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

We look forward to seeing you.

Members are asked to suggest venues for the 2010 bank holiday rally and our annual cruise to follow on from the second bank holiday in May.

Welcome to new member.

Bill & Jean Lane,
41 Tebourba Drive, Alverstoke, Gosport, PO12 2NT.
Cl. 8.162. BUSTOPHER
Email jean.bill.lane@live.co.uk Mob: +44 (0) 7958 291233

Through the French Canals part 3

ST VALERY SUR SOMME

St Valery is situated half way between Calais and Le Havre , unlike Le Havre and Calais which can be entered at any state of the tide, St Valery has extensive shoals and a submerged sea wall, at LW springs it dry's out completely, you need the appropriate chart and pilot and a rising tide - having said that it is well buoyed. There is a good marina and a couple of

Boatyards at St Valery, where you can get your mast lowered but it is not an easy section to find your way through but there are visitors pontoons if you look carefully. The sea locks opens roughly 1 hour either side of HW and lets you into the Canal de la Somme, this is an area that has associations with the first world war but it is also a very beautiful part of France. I have tried twice to pass through this canal and each time it has been close for extensive work on the locks, so check the Chomages carefully .

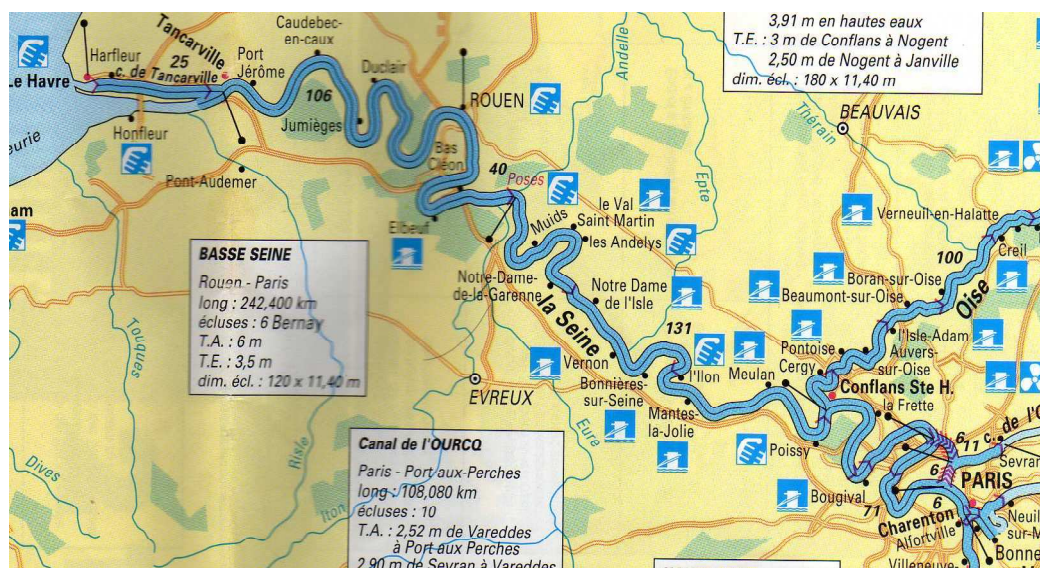
You will pass through Abbeville and Amiens on your way to the Canal Du Nord - turn right and head south for Compiègne.



There is then a choice of heading SW to go through Paris and join the classic route south. Alternatively head East then South towards the Canal de la Marne a la Soane. There are variations on this basic route and you need to get the canal charts and books to make your own decision.

Le Havre and Honfleur

Le Havre is a very busy port and you need to plan and time your arrival to suit whether you are going into Le Havre marina or going on to the marina at Honfleur, or even attempting to go on upriver via the Channel du Rouen and head up the River Seine to Paris. There are a number of options regarding taking your mast down. This can be done before going up river or can be done at Rouen. The marinas tend to be the cheaper option. Navicarte # 1 has proper sea charts for the estuary and all the way to Paris. There is a Harbour Authority in Rouen that you can use, and you go into St Gervais harbour to dismast. There is a visitors pontoon opposite the cranes in the harbour. The marina in Rouen is good. There are shops just over the bridge and there's a good chandlery beside it. You need to treat the Seine with respect - it is a powerful fast flowing river and you need to work the tides exactly. The river Seine known as the Snake! Needs no explanation.



It wends its way for some 75 Miles up to Rouen, so if you plan to do it on one tide, you will need to plan your departure so as to make full use of the flood tide. Above Rouen it is about 22 miles to Amfreville lock, where you will lose the tide but you still get river currents. Next stop probably Les Andelys and then on to Port St Louis, then the Isle of St Denis and you will soon be arriving in the suburbs of Paris and only a short run to the Paris Arsenal Marina.

In part 4 we will look at getting to Bordeaux and going through the Canal du Midi.

In part 4 we will be looking at getting to Bordeaux through the Canal Du Midi.
Bob Freeman.

Last year we had an enquiry with regard to which auto pilot members considered worth their recommendation. Please tell us your likes and dislikes.

AutoHelm 4000

I have been considering buying a new Auto Pilot for our 8m "Think Again" but when I see the cost of them it makes me wonder if it's worth it! Don't get me wrong, as I think it's the best bit of kit I have ever brought for the boat and the most useful.

Although we have had our autopilot for about 20 years it has been a good friend and an excellent crew member.

In its early years I did have an internal part break while on a cruise in the West Country and I had it repaired in Fowey and then the motor housing cracked open but I was able to repair it with a fibre glass patch.

The other problems I have had with it were the clutch handle breaking, which was replaced, and the little shear pins breaking. These I found I could make up myself and keep a good supply handy, although I could never find them when needed.

Last of all the drive belts breaking, but I usually had a spare and usually replaced it when needed.

I found maintenance of the unit was very easy and now after 20 years and another overhaul its working well, so I think that at the moment I will save my money and let it remain as my crew for a little while longer.

Bob Freeman

In this month's newsletter we have another article that deals with the ever-popular Brittany French canal experience.

Having completed loading, including bicycles, a couple of days beforehand we left the car at home and took the train to Fareham on 9 June.

The weather was glorious and a champagne dinner at Keyhaven officially launched our forthcoming tour of the Brittany canals. 15 June at 0630 saw our departure from Yarmouth after a frustrating few days of gales when we actually resorted to playing scrabble.

The 11 hour crossing to Alderney, sailing and motor sailing was in superb visibility. We were delayed one day in Alderney due to strong winds, mist and rain. A bright day dawned on the 17 June for a super fast passage direct to Jersey marina where we met up with our Guernsey sailing friends who were planning a week in the Rance. Jersey marina has excellent facilities and is a good place to catch up with the washing and shopping.

On 19 June we left Jersey at 0500 arriving at St Malo at 1100 towards low water so we had to wait 3 hours for the barrage to open. We stayed the night in the marina at Lyvett, just the other side of the Chatelier lock where we met up again with our friends. We lowered the mast on Sunday morning and made our way to Dinan where we had quite a search for used tyres. Eventually, suitably clad in tyres, protective plastic and small fenders we approached with trepidation our first low bridge at Dinan which gave us reasonable clearance.

We were in the rivers and canals for 4 weeks and 3 days. Negotiated 192 locks over 470 miles and except for two instances only made one night stops. It is obviously not practical to report on every visit.

[\(4\) Hon. Sec. Office 196 Harewood Ave. Queens Pk. Bournemouth, Dorset BH7 7BQ](#)

Our first overnight stop was at TREVERIEN a small pretty village with one bar and one shop, pontoon, water and toilets.

On 22 June - TINTENIAC - pontoon alongside a park with water and electricity. Tinteniach is a small historical town with restaurants and shops. We were very happy with the reasonable menu at the Auberge Halage. We met up with a Jersey yacht that was planning a similar route to ours but strange thing is we never saw them again. Eighteen locks to date and all of 20 miles up river!

Departing at 0915 took us through the HEDE staircase of 11 locks by lunchtime. Everything stops for a minimum of 1 hour lunch break at 1230.

The bridge at COURGALAIS gave us 4 inches clearance. We spent the night at ST GERMAIN where we had to remove some tyres, to get into the lock because of a faulty gate. How about this for progress? Twenty-three locks, in eight and half hours, distance just over thirteen and half miles.

LA LEVEE a pleasant riverside mooring where there is a big Stock supermarket a 5 minutes walk away.

We motored straight through RENNES.

We did like PONT REAN where we spent 2 days. Wide river, beautiful bridge and a pontoon by a park with water and electricity. Small town with shops and restaurants. We used a washing machine at the adjacent campsite. Not one boat came up or down river while we were there and the two hire boats already there moved off when we arrived. We really could not get over the fact that during our Rance and Vilaine journey we did not see another yacht.

26 June we approached REDON the cross road of the canals. The yacht basin was far too hot and oppressive so we tied up along Town Quay where there was a waiting limit of 2 hours. The town has an attractive centre but the restaurants were either very expensive or cheap and poor. In fact, we were so impressed with the centre that we motored a few miles down to RIEUX and found an attractive and very quiet pontoon.

Canal de Nantes a Brest

27 June we found BLAIN very pleasant. Pontoon with an Auberge and a logis on the quay which closed on Sunday evenings. We found the bicycles useful and visited the 15th century chateau and STOC supermarket.

We tied up at GLANET - large lake and water sports. The port engine had to be checked and as anticipated there was a fishing line around the prop. Fishermen and families were out in their hundreds at weekends and to be quite honest they were a nuisance, especially when they were hidden in the bushes and we only saw the line at the last minute. We had

to rescue an exhausted Springer dog from the canal, as he could not climb the canal bank. After a rest and a drink he wandered off.

Lock 5 LA HAIE PACORET - the gates were not properly opened and we had a struggle to get in.

29 June, we motored north to NORT SUR ERDRE, a small marina and attractive town with launderette and supermarkets.

Our observation, now we were free of locks for a while, was that in the Rance communication between lock keepers was excellent as they telephoned on and the gates were always open for us but as we progressed the lock keeping became rather more casual.

From Nort sur Erdre south to LA CHAPPELLE and a sailing club pontoon. Fifteen minutes cycle ride into the attractive town.

South past a Chateaux and other big houses to SUCE, small marina, water and electricity. Wide river, hire boats, touristy but attractive.

1 July we approached the huge city of NANTES undergoing replacement of all the tramlines. It was quite chaotic with all the pavements and roads up around the yacht basin where we moored. The night shift worked from 1000 to 2000! Nantes is well worth seeing. No problem with the 880 metres tunnel which goes under the Cathedral and Chateau. Tunnel opening is timed with the St Felix lock and depending on water levels in the Loire. This has to be checked locally. We wanted to dry out to check the port engine again and the harbour master suggested we go to Tremoult Marina where there is a hard. We had to wait for the evening tide and met a Belgian married to a French woman who managed a chandlers in Nantes. We had been looking for a tide table and he recognized us from her description of us. Shows how many Brits there were on boats - none. Our Belgian friend kindly took us out for a drive that afternoon. Time to go to the hard and we tied up where and as advised. Some Frenchman had the same idea and after a long 'conversation' when they told us that they had written permission to dry out there we gave in and moved over a bit to the space reserved for firemen. We were informed later by our 'friend' that they had no such permission and that they were just 'big-heads'. We took another 5 minutes to remove another fishing line from the prop. We were neaped the following morning, which was very frustrating as it was very hot indeed and quite a grotty place to be. Also had to put up with the bare backside of one of the Frenchmen who wore nothing but a 'G' string. Biggest salvation was enormous L'ECLERC supermarket 10 mins cycle ride away, so we stocked up with victuals.

The glamour of the Loire did not materialize and were pleased to go back to SUCE for the night.

On the return to Redon en route to LA ROCHE BERNARD we would recommend a stay at GUENROUET. It has a modern swimming pool by the river and a cider factory in town as well as pontoons etc.

The beautiful wide Vilaine led us to the impressive LA ROCHE BERNARD. A busy full marina with a number of British yachties all in via St Nazaire. Impressive rocks and wonderful views from the town up the hill. Used a washing machine at the adjacent campsite. Plenty of shops and restaurants as La Roche Bernard is a touristy town. For the first time since leaving Dinan we had to pay mooring fees. It was great to be able to chat to other British yachtsmen.

Our final port of call was to be Josselin and on the way we took a detour via a long narrow river to LA GACILLY. A town given over to artisans and very pretty; waterfalls, willows and geraniums.

We called at GLENAC where the water bird life was particularly in abundance - herons all over the place and we actually saw some otters.

MALESTROIT is a mass of waterfalls and an interesting town but we did not visit there.

We moored at ROC ST ANDRE underneath the chateau where there is an impressive display of costumes from the 16th century onwards.

Arrived in JOSSELIN 9 July and moored on a long empty pontoon underneath the chateau. A photographers paradise. A very old picturesque town and we enjoyed dinner in the Hotel du France. There was a market in town on Saturday morning.

Returning down river we planned to stay at PEILLAC and go for a swim in the pool but due to heavy thunderstorms we decided to continue to the beautiful area of ILE AUX PIES. Pushing it for time we belted along miles of dead straight canal to the lock where the young lady was waiting to tell us (at the time of a prompt 1930) that she was closed and then went off on her bicycle. No matter, we put a stake alongside the canal and enjoyed a fantastic sunset and a good meal on board. We enjoyed the ILLE AUX PIES for our breakfast stop and also took a towpath cycle ride before proceeding to REDAN.

An overnight stay at PONT DE BESLE, where they were preparing for a 14 July water festival.

We planned to stay at GUIPRY and MESSAC as the waterfront was so attractive but on exploring found nothing to stay for so moved on.

Near lock 10 LA MOLIERE we found a most attractive setting with a small pontoon. We were greeted by some ex-catamariners and due to health reasons they are now cruising rivers.

We all joined in the 14 July celebrations at the local café where the landlord had laid on a cold buffet. Unfortunately we had to leave before the firework display. BOURG DES COMPTES is a really charming place.

PONT REAN again and we met a boat up from the Med. In RENNES we chose a central mooring between two motorways which made for a noisy night. Rennes is magnificent for its buildings and the THABOR GARDENS. Received a note from a French couple who wanted to buy our boat.

A little pontoon and a little paradise is LEHON. Old Abbaye and a warm open air swimming pool.

Before we were fully tied up in DINAN a Frenchman asked if he could have our tyres. There obviously is a shortage. We raised the mast and removed our protections and after a cleanup looked a respectable Catalac again.

We left Dinan on 21 July and encountered a gale in St Malo and delays in Jersey but August proved a perfect day for our return to the Solent from Alderney. 1

We very much enjoyed the trip and felt it was really worth doing.

The CARTE GUIDE DE NAVIGATION FLUVIALE No 12 proved invaluable.

It was a trip worth doing. There were no worries with tides and weather forecasts.

We found it preferable for Pat to take the helm at the locks to enable me to be free to help with easing in and gate cranking.

There were literally only inches to spare in some locks and it was a case of slow, dead slow and stop. Occasionally a problem with wind gusts at inappropriate moments.

The narrow bridges necessitated someone on the bows with a boat hook to fend off.

Lock keepers were mostly friendly and helpful and their gardens were a delight.

We did not meet any mosquitoes but to be on the safe side we improvised netting with blue-tack and nylon curtain over sleeping cabin hatch and windows.

More ventilation is going to be needed for the coach house as it was extremely hot in the canals.

We covered the transparent part of coach roof for shade and needed a canopy over windscreen to remove reflection. Polaroid sunglasses were a necessity.