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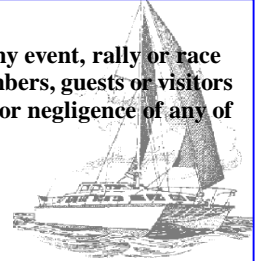
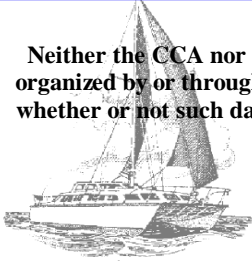
www.bobcatandcatalac.btinternet.co.uk

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.



MARCH 2010

Hello Members

We are pleased to report that the lunch time “meet & eat” held at the Spinnaker Inn, Southampton, on Saturday, 6 February, was very successful and enjoyed by all. The menu was varied, the food well cooked and the prices very reasonable. In attendance were: Roger & Maggie Smith – Haptic Duo, Bob & Ann Freeman – Think Again, Tony & Jacqui Linford – Jazzcat, Sue & Peter Gimson – Me-and-er, Margaret & John Waller – Rumpleteazer, also we were very pleased to welcome new member John Shell from Hayling Island. Thank you to all who attended.

Welcome to New Members

Dave & Iris Merson, 2 Market Rasen Way, Holbeach, Lincolnshire PE12 7QX
Catalac 9m Legless

John Shell, F4, 111-113 Elm Grove, Hayling Island, Hants PO11 9ED
John is available for crewing and would be only too pleased to help

**The AGM will be held mid-day Saturday 27th March at the Gun PH Keyhaven,
Nr. Lymington, Hants.**

The Gun is reached by turning off left to Keyhaven/Hurst Castle from the Lymington to Christchurch road (A337) the Gun is just before the quay.

Please let us know by text to **07971 808777** or e.mail peter.Gimson@sky.com the numbers in your party, to enable us to book enough seating.

We look forward to seeing you.

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

Catamaran Cruising Association
Annual General Meeting 2010

Agenda

1. Welcome
2. Apologies
3. Agree the Minutes of last year's AGM as below:
 1. *The Commodore presented her report, which is attached to these minutes and this was accepted by the meeting.*
 2. *Our having and using an association group call was discussed and agreed to be used this coming season. After many suggestions, a vote was taken. The call sign to be used will be "CAT CALL". This will hopefully enable us to have more impromptu meetings during the season.*
 3. *It was emphasized that we all need to make an effort to encourage other like-minded catamaran owners to join the Association. Examples of a printed invitation to join the Association were handed out so that members could make copies and distribute where they think fit.*
 4. *Jeremy was asked to write an article for the P.B.O. magazine, hopefully no later than May issue, to make other catamaran owners aware of the association and our activities.*
 5. *Any other business.*
It was suggested and agreed that a boat jumble be held during the rally at Bembridge. (May I say that it would be best to keep goods on some of the boats and not on the beach, as this could cause problems with the locals and the law).
With time running out it was agreed we must put right the fact that we didn't have a vote, to reelect committee members. This we will do at the May Rally. The member who must stand down this year to be reelected is the secretary, Peter Gimson. I also think it will be a good time to see if we can elect another new committee member and would like nominations or would like to hear from anyone who is interested in being on the committee.
We intend to have the vote at the May rally together with a jumble.
The results of the vote and the accounts will be publicized after the May Rally.
4. Matters Arising: This year we will need to elect a new Commodore & Treasurer. As per the minutes of the A.G.M. you are invited to vote for your committee and if you wish to put your name forward you may do so by e.mail to the secretary at peter.gimson@sky.com or our Commodore at mihaptic@msn.com.
5. Election of Commodore and Officers
6. Election of Treasurer. After many years our Treasurer who has now sold his boat is no longer eligible and has decided to resign. We are very grateful for his many years of stalwart services.
7. Rally Dates

8. Any other business

The previous years activities in 2008 were hit by snow, strong winds and all manner of awful weather. The activities in 2009 started well with our first rally being held on the Isle of Wight at Bembridge, which saw eight catamarans and their crews happily beached on the sand.

Members are asked to suggest venues for the 2010 bank holiday rally, and destinations for our annual summer cruise.

Members are also asked to write about their favorite anchorages and/or modifications to their boat that have been successful or unsuccessful.

In last month's newsletter I wrote about the ever-changing rules regarding marine safety. One that seems to have caused concern and disagreement from several sources is the one regarding skin fittings see below.

The Rules since your boat last had a survey will have changed with regard etc-----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 sea cock to enable you to shut the gate.

Hi Peter.

In the Feb newsletter it says "skin fittings....must not be plastic..and need sea cocks..."

I am amazed at this.

My 2006 Gemini has plastic skin fittings on sinks and bilge pumps and no sea cocks. To fit sea cocks well above the waterline when this is a catamaran is just plain silly.

Come to think of it, the WHOLE boat is plastic! Maybe we should fit sea cocks to the cockpit drains too..and to the slots for my center boards. Incidentally, the underwater sea cocks on my Gem are all plastic too..Marelon, which is a lot better than metal as it doesn't corrode. This is almost standard on new yachts.

I would like to know where these "rule changes" are published. I have searched the web but can find nothing.

Some rules are mandatory for new boats but not retrospective.

It may also be that a particular surveyor interprets guidance as absolute, rather than subject to his professional judgement.

A good case in point is the gas shut-off valve requirement, which says "readily accessible close to the appliance". In my Catalac 8m, surveyed 2006, the surveyor said one of these should be fitted. When I suggested that the bottles were in easy hand reach of the cooker and could be turned off via the little hatch, he reconsidered and wrote a note to my insurers saying he "considered this safe and meeting the spirit of the regulations, as to introduce extra joints and a shut-off valve would be an additional leak risk and counter productive". Common sense, the insurance company, St Margarets, accepted this.

By the way, I expect it is OK to DIY fit new flexible hoses for the final connection to the cylinders without using a marine "Gas Safe" fitter (isn't CORGI obsolete?)

In the absence of a definitive written set of rules available for us all to refer to, I would suggest talking to several surveyors and your insurance company before doing expensive and unnecessary work to solve a non-existent problem.

Of course, all the above is just my opinion, but I do hate silly rules.

Best wishes for a good season.

Terry Secretan

"Jess" Gemini 105Mc 2006.

Hi Terry,

You are quite right CORGI is obsolete and the correct term is now Gas Safe I typed CORGI from habit and familiarization. Many apologies.

I am in full agreement with you with regard to silly rules.

However I do know of two catamarans for sale that when surveyed prior to being sold failed their survey by not having both sea cocks and metal skin fittings from the galley sink on a 9meter and one from the sink in the heads on an 8meter. One was still bought by the prospective customer the other sale fell through.

At first thought perhaps the surveyors in these cases have had a little too much sun or wine or both.

The sea-cocks are in this situation on a catamaran absolutely ridiculous, the possibility of water entering from the plastic sink outlets situated above the waterline, the water then continuing up the waste thereby filling the sink and finally overflowing and flooding the boat on a catamaran is stretching the imagination a touch too far. A mono-hull may well require a sea-cock while leaning under sail the sink may well flood but our cruising catamarans don't lean more than 10/15 degrees under full sail therefore the sink drains are not under the water.

The plastic skin fitting causes many arguments one that the plastic skin fittings become brittle with time after being exposed to salt and sun. Once brittle a knock from a passing dinghy or dory and the skin fitting will shatter leaving a hole, although this is above the waterline it would allow water from waves to enter the hull. I tend to think that if these outlets were metal and were struck by dock or passing dinghy there is more chance that the fiberglass would be torn or damaged, I suppose it depends on the force of the impact. I spoke to John Lack a couple of years ago with regard to plastic skin fittings, while his brother Bruce felt that the plastic fittings that had always been fitted on Catalacs were perfectly adequate. (Bruce is a coastguard at Portland) John however being both a boat builder and rigger therefore, with a more hands on approach felt that these days the metal skin fittings were safer.

Also comment from Clive Smith Marine Surveyer.

Hi peter,

Most accidents in boats of all sizes tend to be an accumulation of little things, that build up, the handle that comes off the seized seacock, the hose pipe that comes off the seacock, prior to you finding that the handle has broken, my opinion is that it all comes down to the quality of the materials used and the level of maintenance.

What it comes down to it its your boat you fit what you like, but you may have to fight the insurance company in the case of a claim. Most surveyors are reasonable chaps and are open to your ideas as to what you want on your vessel and how you would like it to be, so talk to your surveyor he should not bite, surveyors will give you recommendations, that is what most of their advise is, what they say is not the law.

The marelon seacocks are ok but have you tried driving a plug into one when they are cold there would be a likely hood of shatter, as to the vessel being plastic, so they are but boats were made of wood and that I believe burns well also.

The rules about gas fittings say that the "engineer must be competent" so if you are competent ok. (the insurance company might just argue the point though) the biggest thing about this survey lark is to establish a value of your vessel and to make it as safe as possible and to try to prevent accidents.

We are off to France on 26 for two weeks will come and visit when we return love to Susan from Jennie and Clive.

If you want any advice on the rules or are due a survey contact

Clive Smith mob: 07941 141604 or e.mail clive.smithmarinesurveyor@tesco.net

Stormy Biscay --- September 1993

Jim Saunders spent a lot of time sailing single handed in a number of Catalacs, however, finding himself without a boat he purchased an Aristocat 30 with fixed keels.

About September time Jim was on passage to Plymouth from Camarinas, North West Spain. He had listened to the weather forecast on radio 4 but was given no indication of the weather that would develop. The Catamaran "Breeze" was one of the slowest he had encountered, which was probably due to her heavy weight and the fixed keels. A couple of times, when running, he experienced a partial corkscrew which was probably also due to her weight and the keels, but she proved to be uncapsizable especially when lying a hull, but perhaps she would have taken less punishment if she had been lighter and without keels. Having sailed about 15,000 miles in both of his Catalacs "Ninth Life" and "Aquila of Tamar" and now "Breeze", his confidence in the boats ability to be 100% safe in all circumstances was increased with every voyage.

However, as his voyage progressed he encountered the ultimate storm, the remains of hurricane Emily ! The forecast was for f.11 violent storms, enough to frighten any sailor, but he had survived such a storm previously and with out much damage, so he decided to continue northeast, with a steadily increasing northwest wind. By daylight the wind was blowing f.9 and conditions were becoming dangerous, so he decided to lay ahull, as the wind steadily increased in strength, with spray and heavy rain reducing visibility to a few yards. During the next 24 hours the catamaran was subject to a tremendous pounding, resulting in much damage and very near capsizes several times. The dinghy was swept away from its davits as well as the wheelhouse shelter. The on mast roller main broke away from its bottom mounting and though remaining rolled did hammer against the spreader, endangering the mast. The steering also broke and a great deal of water got into the inside of the boat from under the main hatch and the windows, not really designed for this sort of weather.

Everything inside the boat was wet and a total shambles, Jim was also getting very cold and wet. At about mid-day there was a particularly bad near capsized and he was by now feeling the wet and cold sapping his strength, he knew that even though the wind was forecast to moderate somewhat in the next 24 hours his condition and the sea state would be unlikely to be good enough to carry out repairs. So he decided it was time to try and seek some assistance, however, as he did not carry a radio and visibility was still only a few yards seeking assistance seemed impossible for the time being.

The pounding continued unabated and he was amazed at the punishment that Breeze was taking without breaking up and by the near capsizes from which she recovered from.

In the late afternoon he saw a green sea marker burning close by. On opening the hatch he could see a maritime rescue aircraft turning to make a run at his position. As it approached he fired a red flare, the plane turned and made another run and he fired another red flare.

It did not seem long before a French tanker homed in on his position called in by the French maritime rescue. The rain had stopped and the visibility had improved but the waves were enormous and the wind tremendous. Due to the wind and the waves the French tanker had great difficulty in getting a line to fall across the catamaran and at one time the catamaran went under the stern of the tanker, which then knocked the mast down, narrowly missing him.

Eventually, however, he was near enough to grab on to a net hanging over the side of the tanker and he was hauled up over the rail to safety, it was 18.30 and he was going to live, the catamaran Breeze was left drifting in the Bay of Biscay.

The captain of the French Tanker the "Tour Margaux" told him how lucky he was. The French maritime rescue aircraft had been called on a mission searching for a French sailing monohull that had put out an SOS, he later heard on a French radio news that 3 of a crew of six had been found clinging to the keel of a capsized yacht, he also confirmed that the wind speed had reached 62 knots and an estimated wave height of 12 metres.

The Tour Margaux is not a very big tanker at 113 m long 17m beam it is a specialised tanker to carry a variety of vegetable oils, the tanker used a lot of computer technology in its operation, she was able to calculate the Centre of gravity, Stress, Strain and Sheer. She had every conceivable navigation aid and a radio officer who could communicate with the outside world using anything from a Morse key to satellite communication. The tanker was on passage from Lagos to Liverpool.

Later on with the help of a friend he was able to use Navtex to get details of Breeze's last days. On the 14th September a Moroccan ship attempted salvage but with out success, on the 24th a French fisherman boarded her and retrieved a briefcase containing documents which he delivered to the French authorities, on the 25th a French Bulk Carrier sighted Breeze capsized and on the 26th a Spanish ship made another unsuccessful attempt to salvage her. Since then there has been no sighting of her.

Navtex also provided further evidence of the storms violence, a Dutch vessel was missing and six containers were lost from a container ship, during the following days after his rescue three small French sailing vessels were reported drifting in the Bay of Biscay. A newspaper reported the loss of a British Trimaran in the same storm, that was later reported to have been found capsized with the crew missing, this was off the Atlantic Coast of Portugal.

It is inevitable that one holds inquests in one's mind, There are better ways of getting weather reports and better times of the year to sail Biscay, March and September are considered dangerous in Biscay, better times of the year has to be the major consideration for a small yacht making long passages / voyages. Once on passage it can be difficult to avoid the weather patterns that can arise and you should always consider the ultimate storm that you have to try and endure and hope to survive.

If he had not been lucky enough to be marked by the maritime rescue plain, his chances of survival would have been very poor, he was already shivering with cramps, both symptoms of the onset of hypothermia. However if he had a survival suit and been able to put it on his survival prospects would have been much greater and he may possibly have been able to save the boat. A survival suit is not that expensive and perhaps should be given greater priority than a liferaft and one should be carried for each crewmember. It

is something that is not found on many yachts and even on a ships lifeboat there is only one for the coxwain, it is something that can keep you alive in zero temperature or longer if the water is warmer and it will also keep you afloat.

Insurance is something else to consider, unfortunately it is very difficult to get full insurance for single handed sailing and also very expensive.

Later on he purchased a Garmin 50 GPS and it proved to be one of the best bits of navigation equipment he had ever used, he say's he might have been critical of the suggested uses of the weather receiving systems but now he wishes that he had had one on board before leaving Camarinas, North West Spain.

This article was first written by Jim Saunders around 1994/5
and has been rewritten by Bob Freeman.

It doesn't seem possible that it is over a year since Alan and Marilyn sailed "RUSH" back to Sydney harbour to complete his circumnavigation. That one adventure of a lifetime, for most people would be enough to keep them happy, but it would appear that after catching up with her family Marilyn is eager to explore the African continent. See below-

Hi,

Another year is drawing to a close so quickly. How the years fly by. It's hard to believe Christmas is around the corner and I have been back at work for a year. I am heading down to Victoria, (about 10 hours south) to spend Christmas with my Dad and my brothers and families. I haven't had a Christmas with them for many years and it will be great to catch up again. I have made a few trips down throughout the year but it seems I no longer arrive than I am heading back up here to work again.

Work has been such a big part of my life this year unfortunately. It hasn't been all work and no play.

I have had a great time catching up with friends and reestablishing a home for myself. I have painted and re-carpeted my little unit and it looks great. So fresh and new. It did take me 6 months to get there, putting off the dreaded task of the work. Great satisfaction though when you look around and know I have done it myself. I don't really have anything exciting to add this year.

The hard work is going to pay off when February 15 comes and I fly out to Johannesburg. My next adventure is Africa.

The plan is to travel from Durban to Cairo through Botswana, Zimbabwe, Zambia, Malawi, Kenya, Ethiopia, Sudan and Egypt.

There is plan B in the making in case we get no further north than Kenya. There is a lot of unrest in Sudan and we are not sure how safe it will be to pass through Sudan.

Egypt will wait though I guess and we will head back down through more of the southern part of Africa back to Durban so whichever way we go it will be another brilliant adventure.

The trip is planned for roughly 3 months so once again I have to resign from work and hope there is a job there when I come back.

Africa has always been a dream to me, a place I never thought I would ever get to see. It is still quite surreal, and as the days pass it will seem more real I am sure. There will be 4 of us in a landrover, camping out in my little tent at night, sleeping on an inflatable mattress that I am sure will feel as soft as by the time I finish my 3 months.

I have enjoyed watching the movie by Ewin McGregor, the Long Way Down and hope we can miss out on a few of his adventures.

I am sure at times I am going to be really scared and yet the exhilaration of the trip will be awesome. We have a time schedule to make sure we get through before the rains and hope like mad they don't come early. Apart from that we are pretty much relaxed and though there is an itinery it is subject to change. I am so looking forward to seeing the wild life in the open. Nick says we are going to avoid the big tourist

parks, he knows Africa well and he can show me as good if not better. I am looking forward to visiting the Victoria Falls and the mighty gorillas. Shame it is too dangerous to go into the Congo. I thought I might make a little space in the landrover each night, just in case I want to evacuate my tent and head for a little more safety!! There are going to be 4 of us, Nick's friend and one of his sons. Just a nice number.

I hope you have a great Christmas and look forward to hearing from you. We have had a lovely warm year, not really cold at all and only for a brief period. They are forecasting bad bush fires this year as it has been so dry. I hope not.

Bye for now, love Marilyn

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 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



