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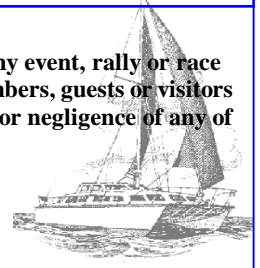
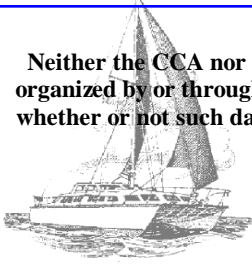
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Disclaimer

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.



October 2010

Hi to all you Catamaran Sailors.

DON'T FORGET NOVEMBER'S C.C.A "MEET & EAT"

To be held mid-day on Saturday, 13th November,
at the Alverbank Hotel, Stokes Bay, Gosport PO12 2QT
Meet at midday in the Gold Room.

Please let us know if you are able to join us so we can advise numbers a week before

Text to 07971 808777, or e.mail to peter.Gimson@sky.com ASAP please.

We have several boats changing owners and two more for sale.

The boats for sale as per the e-mails below.

Andrew & Maureen Yule, 7 Grove Avenue, Moseley, Birmingham B13 9RU.
Telephone: 07974102434 – Fax:01214495806
1st June 2010

Dear Mr Gimson

We purchased Drumond – catalac 9/170 – in 1979. she was the Southampton Boat Show exhibit for that year.

We now find that we are too old and creaky and wish to sell. She is lying at Aigues Mortes (South of France)

For the first 10+ years she was in Christchurch; the next decade in Cherbourg and London; and now after 3 years on French canals, in the South of France.

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She is not modified but well maintained and in good condition. She has twin 1GM10 Yanmars (1990), sails are all but new (cream), all electrics (inc. auto-pilot & log) were renewed last year. Tinker Tramp (with sail) is rather worn but serves. Front window in hard top is made to open.

The price is £23,500.

Yours, Andrew Yule

Dear Peter,

A friend of mine, Richard Roscoe, is selling his Gemini 105Mc moored in Poole Harbour. Don't know full details or price but it was the one I trial sailed in Poole in 2006 when almost new and is more or less the same as mine. Very nice boat and it's rare to see one second hand. Richard is a retired yacht designer and built his own racing trimaran in carbon fibre. His Gemini has several useful mods done by him to a high standard. Do you know of anyone who may be interested? If so I will ask Richard to contact them if you send me details.

Thanks.

Terry.secretan@btinternet.com

Welcome to new owners

Catalac 8.84 name changed to '**Old Jack**'

Didier Greiten mail to zeilen@greiten.net

Moored in
(Galu' Latu Go Brussels)

Catalac 9.213 **PUMA SAFARI**

Colin Arrowsmith mail to Colinarrowsmith57@ntlworld.com

Moored in
(Chichester UK.)

Catalac 9.229 **CAT BALLOU**

Grant & Linda Watson, 33 Redcliffe St. Cheddar, Somerset, BS27 3PA.

mail to watty33@bigfoot.com Mob: +44 7768 324050

Moored in
(Christchurch UK.)

With Christmas just around the corner, now is the time to order and buy your skipper a new C.C.A. Bugee £15.00 inc. p&p. or a 2011 register of members £8.00 inc. p&p. We also have one C.C.A. Vee Neck Jumper available in Navy Blue size 36in. £15.00.

It is a small world and earlier this year I met a Catalac 8.08 **CAT BALLOU** see e.mail:

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Hi Peter/Susie

Good to meet you both at Newport, I was intrigued by your uncertainty that our boat was actually 1975 so I had a look at the original invoice/receipt from Tom Lack to Donal Skeeahan. This was dated Feb 1976 and referred to the 1975 second hand (demonstrator) catamaran viewed by Donal and his son Dermot in December 1975. It was also noted that the vessel had about 300 sailing hours up to the day of sale in Feb 1976.

Also to update your 8m database; hull No 48 Blythe Spirits of Penrhyn is now with a chap called Tom Syme and is named only as Blythe Spirits.

This is now in exceptional condition having had Tek-tread decking done on all surfaces, cockpit and stern deck and locker areas. Also full width sprayhood, a very nice bathing platform and pushpit outside the lockers etc all in stainless. looks like a new boat!

kind regards Keith Myhill

mail to kelbrook@ntlworld.com

FOR SALE

Yamaha 9HP 4 stroke outboard for spares or repair.

Surplus to requirements due to larger engine fitted, some minor corrosion on the leg, but was all running properly when removed from boat.

Open to offers for parts or complete engine.

Contact Aleck Tidmarsh mob: 07905 105596 or mail to aleck@mq-sales.fsnet.co.uk

9 Metre Catalac, Lynx, is now in her new home

See emails below:

Dear Peter,

Lynx is a bit nearer – now in Almerimar. Nick and I motored due to lack of wind from Torrevieja (where the Deep Sea seals had been replaced) last Sun (20 June) for Cartagena where we over-nighted. At 5.15 am we set out still without wind for Garrucha. When we were halfway a force 2/3 breeze picked up, the sea was flat so we continued in the direction of Cabo de Gata, the breeze disappeared as we approached the Cape but the motors were giving a comfortable 5 knots so we pressed on to Almerimar, arriving after a 23 hour cruise. Nick needed to be back in the office but we thought that we could manage another 100miles only to find that there was only one marina with space – José Banus and their price is € 90 p.d with no monthly rate so Almerimar's €650 for the month didn't look quite as extortionate. Nick took a bus to Malaga and thence a plane to Blackpool whilst I went to Almeria where I booked into a hostel until 4.30 am to catch the train to Seville and a bus to Faro where I arrived tired but happy at 18.30 local time.

Regards,
Jim

We are now 150nm nearer. It took 36 hrs to get from Almerimar to La Linea because most of the time there was no wind and for several hours we were only making 3 knots against an adverse current. I think that she is seriously underpowered with the little Yanmars. I remember doing much better in the early 80's

in a 9m called Nemra but she had Dolphins which must have delivered 50% more. Can you please tell me what are the biggest engines that anyone has put into a 9m ?

The Alcaidesa Marina at La Linea had opened a few days before we arrived - very impressed - berths are 4.3m wide so they don't charge extra for a Catalac. € 12 pd. compared with the € 90 p.d. which was the quote from José Banus.

Regards, Jim

Many thanks for the newsletter.

Yesterday Lynx arrived at her new berth in Olhão having left Ibiza in April. She had had a variety of skippers and crews on the six legs who faced several break-downs and numerous windless days (and nights) .The last leg from Chipiona being completely different. The only breakdown being in my guts due to eating a tortilla but younger son Nuno with two friends, one from Madeira & the other German but all of us speaking both Portuguese and English had a bit of excitement during the night with a force 5 giving seven knots in a rather confused sea before disappearing to leave us once again motoring. When, in the morning we were in sight of Faro a force 2 from the south helped a bit, especially over the bar against an ebb of four knots which is the same as Lynx's maximum under engine (both of them). I must find out why the performance is so disappointing. Any suggestions would be gratefully received.

Many thanks for keeping us informed of your trip. ED.

Hello again Peter,

Sorry to bother you but I need some advice from a 9m owner and would be grateful if you could put me in touch with someone. We have difficulty in reaching 4 knots motoring and Mike Bellamy says that the 1GM10s should give seven - is this realistic?

Is it possible to buy grey gel coat to make small repairs?

Thanking you in advance,

Jim

Hi Jim, when these boats were built the log was the only way to check the speed and these were usually over optimistic. The modern GPS is far more accurate over the ground but fails to take into account any tide. If you haven't already done so check your boat speed by motoring between two fixed piers or fixed points with a known distance between them, having taken the time to complete the distance re-measure on the return trip and divide the total time by two, any adverse current on one leg will be favorable on the return.

It is also quite possible that your engines being old, they are not developing full power. I don't think you will get 7kn more like 5.5 - 6.5kn depending on how much additional weight you carry. The boat will perform better if the weight is evenly distributed. ie. Try and get your crew to stand on the fore deck and see if the boat speed increases or decreases.

The biggest engines I have seen on a 9m. were 20HP.

The grey gel coat can be bought from John Lack.

I know many owners do not run their engines at full throttle, except when they are having to push a strong current and as such do not really know how fast their boat will run.

Has any owner tried his boat at full throttle and if so what speed has it achieved, also please advise us which engines they are using please.

ED

Enquiry from Peter Denning owner of 9M Redouble.

Hello Peter,

Main reason for email is –

1. Autohelms - do you know which type the majority of 9m use. At present I have the autohelm 3000 wheel which is utter pants at keeping course, mainly due to rubbish compass design. I'm also getting fed up with connecting the belt, etc.
2. Windows - who makes these at sensible prices. I have had a quote for £300 to replace the round aft cabin ones with rectangular shape ones.

Any assistance would be appreciated from other Members.

Bob Freeman has the autohelm 4000 with the enclosed belt, he is also looking to upgrade.

The best auto pilot I have used was an old Navico one with a belt.

I find, I am sure like you, that under sail with a quartering sea the autopilot will not alter course quick enough and eventually loses its way.

Despite all the adjustments for sea state etc. I think the hull shape of the 8 & 9 in a moderate sea requires too much corrective steering to keep on course.

I have a Simrad wheelpilot with an enclosed belt. It was easy to fit and has the controls attached by the wheel. It works fine under engine or slight seas but does not cope with any moderate sea. I have used it for 5000 miles but this year the built in belt jammed locking the steering wheel. I had to undo the fixtures between the pilot and the wheel before the wheel could be turned.

I understand the autohelm/Raymarine have a sheer pin should their belt jam.

Both Jeremy Bretherton and Dagnal Clutterbuck have bought the new Raymarine wheel pilot and are pleased with it.

Dagnall I am sure will give you all the plus and minus points.

I personally find that the later type compass is far fussier and easily upset by any wires or engine keys etc. making it hard to set up on all points of the compass. I can't help thinking that a compass is a compass whether it came out of a Christmas cracker or is fitted in £3000.00 worth of auto pilot.

An autopilot I liked the look of and I understand worked very well disappeared off the scene a few years ago but I notice it has resurfaced and is now made by Raymarine. It is called a power pilot. It is simplicity itself to fit. Remove steering wheel the pilot pushes onto the steering wheel keyway the wheel then fits onto the pilot keyway. Like cruise control on car or headlamp dipswitch, set course in usual way, to disengage turn steering wheel.

This pilot used to be fitted on the Catalac 900.

Windows---- I found Houdini to be one of the most reasonable.

What about two small hatches.

Hope I have helped.

ED.

A trip across the bay

It all started some 12,000 miles away in a small rural area North of Sydney. Both Chris and I manage each year to visit the southern hemisphere on the pretext of seeing relatives and especially grandchildren. The fact that the weather in November, January & February is considerably better on Lake Macquarie Australia, than it is in Poole Harbour does have some influence over our reasoning. Whilst in Australia we are fortunate in that we have made friends that invite us to race on their Adams 42. Last year one of the racing crew announced that he and his brother in law were each buying a new Lipari Fountaine Pajot catamaran. Upon hearing this I could not resist offering to help with any delivery needs on the way back from France to Australia.

Whilst on our annual sailing holiday between Brittany and the Channel Islands there came a call for help via the magic of e-mail. Allan Davis the fellow crew member I had spoken to some six months earlier was looking for crew to assist him and his wife Coralie in getting their new boat "Whiskers" from La Rochelle to Cape Finistere. Allan's brother in law David Solomon had apparently already recruited a local Frenchman to assist. I really wanted to help but had a number of commitments that seemed to conspire against me the most important and totally unmissable was that of my father's 100th birthday bash which was organised for Saturday 4th September.

I decided I could get to La Rochelle by Sunday 5th September and would be prepared to make the trip for the cost of my fare and meals. No sooner had I agreed to fly out a further request came from David asking if anyone else could be found to assist him and his wife Lucy on their boat "In Tune" as the Frenchman had found something else to do. It did not take me long to find additional help, John Waller of "Rumpleteaser" was equally enthusiastic about the project and was soon recruited on similar terms. John, fortunately has a sister living near to La Rochelle, which proved to be very useful indeed. John was able to spend ten days with his sister and brother in law and upon my arrival they were able to transport both of us from the airport to the marina at Pornic where the boats and owners were waiting for us.

The evening got off to a good start with introductions and a fair exchange of views between all parties. After a detailed analysis of the weather pattern predicted over the following four days, it was concluded that we would be best served by leaving as soon as we could and 1000 the following day was agreed. And so it was that we left Pornic at 1100 on a smooth sea in bright sunshine and a gentle southerly breeze. After clearing the harbour and all local obstructions we turned into wind, hoisted full sail with the use of the magnificent electrical winch and away we went at a steady six knots to West. This took us clear of the islands and out into open water.

I was fully prepared for this idyllic scenario to change and of course it did. As nightfall approached we shortened the mainsail to the first reef in case we should be caught out with stronger winds during the night. This proved to be the opposite of what actually happened. The wind dropped to the point of being only just sailable and for good measure veered leaving us with the choice of tacking North-West

away from our destination at a ridiculously slow speed, South into a strong wind pattern we had previously chosen to avoid or motor head to little wind down our rumb line.

Having taken the last option we were now in for a very uncomfortable time as the Lipari does not seem to like short choppy seas taken head on and we pitched continuously to the point that we all felt ill.



As we had expected to notice a change in sea pattern after crossing the continental shelf, we longed for its approach. This did happen and the seas were far easier to cope with as the waves although having increased in size were far less steep, more like rolling hills but by this time the damage to our sensitive stomachs had been done. We had broken the watch up into three hours on and six hours off and for the first two days my off watch time was spent lying down some of which was under the saloon table where I had concluded was the point of minimum movement. I can clearly recall kneeling in the heads shouting into the big telephone for “yooouueeeeeee”. Fortunately after taking some medication this activity was effectively brought to an end and the rest of the journey made with the minimum of discomfort.

One of the major disadvantages of serious offshore sailing is that you have to be ready for a trip outside at any time; this means being dressed in full all weather kit with lifejacket and harness and living in what might be regarded as a Michelin man suit. The necessary calls of nature then require a complete strip down and reassembly of the multi layers of clothing. This is not an activity that is engaged upon until really necessary neither can it be completed quickly or without considerable effort. The relative comfort of our own boat “Dragonslayer” with a steering position inside a pilot house is now really appreciated.

Towards the end of the second day an attempt was made to sail if not to our rumb line, to as near as we could get to it. This attempt was thwarted by two unconnected incidents on both of the boats. Due to a strengthening of wind and an attempt to reduce sail, one boat lost the mainsail halyard which made a beautiful cats cradle between the stays at the top of the mast and as if in sympathy the halyard on the second boat parted at the top of the mast dropping the sail and disappearing back down the inside of the mast. The following two days were completed courtesy of the well behaved Volvo engines.

Of course the best plans always seem to slip away and La Coruna our port of arrival was not our first choice or our objective but time alas awaits for no man and to go on to Pontevedra would have had us miss our flights home. With cheap flight operators, cheap flights become dear flights if you try to book them at short notice. We could not afford to risk such an eventuality. So three hundred and eighty miles later La Coruna it was. At 0300 on a dark moonless night the entrance has little to offer apart from a transit line marked on the chart and a transit light deep into the harbour. The chart shows a maze of rocks completely encircling the harbour entrance. We could not see the transit light or anything come to that. The reason became quite obvious when the bank of fog completely engulfed both boats. A quick switching on of the radar soon had us weaving our way between fishing boats coming out of the harbour and suddenly all was clear, the transit light with it's red white and green sectors and the whole expanse of the harbour was in front of us. We were escorted in by a pod of dolphins that played with the boat for five minutes or so. No messing around trying to get into a marina for us. We were all tired and needed to keep things simple. We went to what was marked on the chart as an anchorage and

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lowered the hook. Twenty-five metres of chain and a rope bridle gave us a very peaceful night, on the first bit of flat water we had seen for four days and nights. At 0400 you need to get to bed quickly and that's what we all did.

Next morning was a pleasure, rising late to a bright warm sun in a cloudless sky. A leisurely breakfast, a quick tidy up and away to the marina. Although both boats managed to get into the marina finger berths without incident I very much doubt that would have been the case had an attempt been made during the night.

Both boats

La Coruna Marina



There was much debate about the trip, a lunch and dinner to organise, payment to the marina and a brief trip into town to see what it was like. We all had dinner on David and Lucy's boat "In Tune" cooked to perfection by David's wife Lucy and of course we sat up until gone midnight telling life stories to each other and using up the wine that had been shaken up. Next morning was the day of our departure and a taxi to the airport was arranged for 1300. But of course we could not leave without putting right that which had gone wrong on the trip so with no more ado and a hearty breakfast inside me I was hoisted up each mast in turn and within an hour we had both halyards back to normal working. I can only imagine what it would have been like to try to do the same whilst at sea. I take my hat off to Ellen MacArthur.



The flight back to Heathrow was relatively uneventful save for a thirty minute delay to our departure. Coralie came with us for a surprise for her visiting daughter and a theatre trip to see "Les Miserables" in London.

The plan is for the two boats to winter ashore on the South coast of Portugal and to spend next season in the Mediterranean. I look forward to hearing more from them both.

Aleck Tidmarsh

Many Thanks, Aleck we look forward to reading more of their trip of a lifetime.

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