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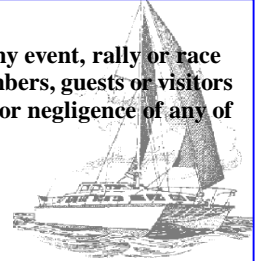
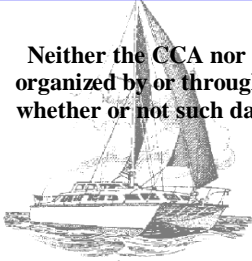
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Disclaimer

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 2009

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.

Don't forget to enter into your 2009 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 7th of February

at the Spinnaker PH, Swanwick situated opposite Moody's Boatyard, Hampshire.

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 2009 bank holiday rally and our annual cruise to follow on from the second bank holiday in May.

Let's all hope the weather in 2009 is more favorable for our events than last year.

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

Last year, our rally on the May Bank Holiday at Bembridge, IOW. was cut short by bad weather and those members having to travel from outside the Solent area, who managed to attend, headed back to their home-port early for shelter there.

We didn't even manage to leave our home Port of Cherbourg as we were blockaded in by the local fishermen and therefore unable to attend.

Last November's meet and eat as per usual, a good time had by all, but time yet again passed too quickly.

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 2009 C.C.A. Register of Owners please send **£7.00** or a new BCCA burgee to smarten up your cat send **£12.50** 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 or mods, queries etc.

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

In the coming months newsletters, we intend to show and discuss owner's mods in the form of cockpit covers. Many thanks. ED.

The weather set the pattern for last season with strong winds that seemed, unlike previous years, to last for weeks at a time rather than two or three days.

During the sailing season we were fortunate to have had several good sails and met up with other members and also made several new friends while cruising the Channel Islands and the beautiful Cote de Granite Rose of Brittany. This is a fantastic sailing area. The tides are high and the currents caused by them run fast, this can help to enable you to average 7 to 8 knots while sailing without much wind in good sea conditions. The area which is rock strewn needs to be treated with respect as the currents can all too easily carry you into danger and any wind over tide conditions will cause the sea and waves to pick up and be at best uncomfortable.

The start of our season was nearly delayed when Sue cracked one of her rear teeth just before we left UK necessitating a quick trip to the dentist for treatment before we set off to France and our summer cruise.

Our Summer cruise began with our first trip Cherbourg to Port Bail 49 NM saw us motored into a f3 westerly for 18 miles to Cap de la Hague with just enough wind to cause breaking seas over the deck and occasionally over the dog house at Cap de la Hague, once past the Cap, we headed south into smooth seas, hoisted the sails and shut the engines off and blissfully sailed with the tide the next 30 miles all the way to our next destination. Two other boats that left Cherbourg the same time continued on past the Cap into the wind, either to Alderney or Guernsey but our first port of call would be Port Bail, 5 miles south of Carteret, where we intended to dry-out on the sand and scrub the bottom.

After a leisurely scrub we antifowled and waited for another cat from Christchurch to join us, they however telephoned to say that they would be delayed for a further week.

Although once inside Port Bail it is perfect for safe anchoring, the 5 day forecast courtesy of our nasa weatherman, predicted strong winds from the West, this means we would be on a lee shore should we wish to leave Port Bail and be forced to stay until the sea and wind eased. Later that evening the forecast from Jersey Coastguard for the following morning sounded reasonable so when we had enough height of tide to float we headed for St Aubins on Jersey. Distance 33miles this is one trip where one has to push the tide 50% of the time or head for the much closer St Catherines or Gorey.

St Aubins is a small drying harbour with fore and aft moorings for local boats. The wall to the right is for refueling and visitors where, subject to room, one can tie on the wall. The wall is for visitors, however some local boats feel that it is their right to ignore the rules and leave their boat on the wall. If the wall is full however all is not lost as there is plenty of room just outside the inner harbour behind the fort. We arrived at St Aubins with just enough water to allow us to enter, the first space was occupied by an Athena 38, that just left us enough room to pass it and the other boats on their fore and aft moorings, and we found space on the wall behind another Catalalac an 8M "Gail O". which is a local boat that has been owned by the present owner since new.



Once in and tied up at St Aubins all is peaceful in all but strong S.E. winds.

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

The Royal Jersey Sailing Club at St Aubins has excellent hospitality and showers, views over the bay and all visiting yachtsmen are welcome. There is no berthing fee at St Aubins, good toilets are within 100yds. As is the local supermarket and also the garage will supply fuel and sell you a card should you require electricity. St Hellier is 5miles round the bay and should you have bikes the Jersey cycle routes are excellent. They tend to keep you off the normal roads or on green roads with a max speed limit of 15mph. We cycled to St. Brelades bay approx. 5miles. This bay is another good anchorage with golden sandy beaches on either side of a rocky central divide visible at all states of the tide. Care must be taken on approach as one or two rocks break the surface at half tide. These rocks are just left of centre of the bay but easily avoided by using a large scale chart or a decent plotter zoomed in. If you have neither the water is crystal clear and a slow approach with a member of the crew keeping a sharp eye forward is all that is required.

Although most visiting yachts sail to St Brelades from the westerly islands of Guernsey or Sark passing the lighthouse at La Corbiere thereby making full use of the strong currents that run predominantly clockwise in the area. St Brelades is ideally situated for a night stopover before heading south to St Malo or Ile de Brehat as from this point you are just clear of large crops of rocks on the southern side of Jersey called the Minquiers.



La Corbiere lighthouse

Our friends being further delayed in the UK. and yet more strong winds forecast in the near future for several days, we decided to leave the safety of St Aubins and head south to St Malo and then up the Rance to the medieval town of Dinan. With any luck we could get a berth and enjoy its many delights before others heard the bad weather forecast.

Our trip with a F4 south westerly took us through the eastern side of the Minquiers to le Coq cardinal buoy before altering course due south to keep the rocks of Iles Chausey on the port beam as we now head for St Malo to enter the Rance. Distance 43miles. The weather allowed us to sail about 50% of the trip with the wind heading us, slowing progress when the tide turned as we approached over the shallows 2 miles off St Malo. The lock into the Rance can lift you up to 12M and is capable of holding 20 or more boats, holiday weekends are not for the faint hearted. The lock is situated next to the hydro barrage and the current when released rushes through the barrage and can cause boats entering or leaving the lock to veer one way or the other, the other thing to be aware of as you enter the lock is the wind, as it usually turns and tries to push all cats sideways. This happened to me the first time I used the lock but I am not alone as I know of another Catalac that also ended up sideways. A lock, like a marina or slip, is the ideal place

for onlookers to view and enjoy the antics of the many boaters getting it wrong. It being midweek and quiet (not many onlookers) we joined two other boats and a vadette in the lock.

The lock has ropes that are fixed at intervals to the top and the bottom of the lock wall for you to tie onto. These ropes are always filthy and covered in seaweed. If you, like us, have odd bits of rope sitting in a locker, now is the time to use them on both front and rear cleats. The reason you put them on both sides is that despite your intention to berth on the port side, the lock keeper is in charge and far more knowledgeable than you and may instruct you, through a loud hailer, to berth on the starboard side.

Many Catalac owners sail with our partners and apart from strong winds and rough seas having instructions shouted at them, for all in earshot to hear, by the helmsman from the cockpit while they are on the foredeck, will at best cause a little tension between crew.

Sue and I use two-way headphones when mooring or entering a lock. The advantage of this is that our hands are free and we do not have to push a button before we speak. We can relay instructions and receive answers in a quiet civilized manner heard only by one another.

The technique we use at locks for us seems to work well. Sue stands on the foredeck and as we go in we then decide which side we intend to tie-up. Then we aim as far inside the lock as possible, keeping approx 1meter from the side as you move forward. The reason for this is twofold, one as you move forward, the boat will be sucked, as if by magic, into the wall and, two the other problem with this large lock is that while you are looking forward it is not unusual to be rocked by wash from being overtaken by a speed boat, gin palace, or vaddette who wish to either berth on the other side or get through the lock before you.

The headphones allow us to talk normally as to which rope I want Sue to catch and how much slack to give to allow me to move and catch another rope at the stern. This time we had just tied up when a motor cruiser bearing a Jersey ensign entered to tie up on the other side. The lady on the foredeck caught a mooring rope and secured all ok, the helmsman hooked his boat hook onto a ladder up the wall of the lock only to find that the wind blowing into the lock blew the stern of his boat away from the wall. The boat hook, being of the extending type, extended, parted in the middle, leaving the hook on the ladder and the helmsman holding the handle. We fended the stern of his boat off our boat among cheers from the onlookers. With many expletives being shouted by the helmsman in Jersey French back and forth to the onlookers, we later learned that while leaning over the wall of the lock, one of the onlooker's glasses had fallen into the cockpit of the cruiser. These were recovered only after a bucket was lowered by rope from the top of the lock and an exchange of glasses and half of boat hook restored Anglo-French relations.

The lock gates opened and we exited quickly before the cruiser. With the current and wind astern we were able to goose-wing up the beautiful Rance. We had intended to stop for the night at the jetty provided by a restaurant once owned by Lilly Langtree, but the jetty was full and as we were enjoying our sail we continued on past Le Minihic and St Suliac on the opposite bank, as far as the tide would allow, to Mordreuc 16 miles up the

Rance, where we picked up a buoy at 6pm. for the night with the view on one bank shown below and the village on the other. We were also greeted by a rather nosy local resident whom can be seen most days sunning himself on the beach and keeping a watchful eye on the young children as they swim and frolic in the waters of the Rance.



Nosy resident just resting

Pied a terre on the Rance opposite Mordreuc

Mordreuc is accessible at all states of tide. To travel further up to Lyvet requires a rising tide and the following day we intended to continue through the Chatelier lock into the canal proper and proceed up to the most amazing medieval town of Dinan.

To be continued next month.

Dagnall And Cathy Clutterbuck were busy last winter.

This has been a very strange winter for Cathy and I, as we managed to get to two boat shows within two weeks of each other. No, not Earls Court and Excel, but Excel and “The Florida Boat Show” in Orlando!. The reason for this happy circumstance was that my work took me to Orlando for a week, and I was able to take Cathy for a winter break after the work finished. It was Cathy, who surfing the web for things to do whilst I was working found the “largest boat show in Florida”.... Well, we just had to see what Excel might be up against!, and I thought it might make an interesting “filler” for the magazine, so made sure I took some photos.

The event was easy enough to find, the location was vast, which looked like good news, but actually, the boat show only filled the “north” hall of the center. The car park was the first thing that showed the difference from the London Events: Quite apart from the sunshine, there was hardly anyone in the car park, and it was VAST.

We paid our \$8 admission, and entered the hall. Second difference from London, - Virtually no chandlery stands, no big name electronics, and no SAILS!. It was all powerboats, and all petrol engines. Anyway, having got in we decided to at least see what was there, and found that all the stand helpers were exceptionally friendly. We were able to look in detail at even the most expensive boats on show, and had some great chats. It turned out that this was the third day (Monday) of a normally two day event, and most Floridians had attended on the earlier days. There were probably only about 200 visitors whilst we were there and the staff

were glad of any attention!. – But were still happy to let us wander over their boats without “hovering”. I’m afraid that at this point I must admit that did nearly get seduced away from the true CATALAC path, by some amazing interiors:

This was a 30 ft power boat, brand new and about £100,000. It had three air conditioning units, (with their own silent generator), as well as the obligatory massive petrol engines to actually power the beast. I think that there were two TV’s, a Microwave, cooker fridge etc... all electric and run from the generator. One difference that was very noticeable was that the “Cookers” on all the boats were single ring Electric units, often set in beautiful solid “corian” work surfaces like the one in the photo. We talked to the guys on the stand about this and it seems that in the USA, if a boat has “cooking” facilities, then it is classed as a second home, and you can claim the interest back against tax!!! - But eating out is so inexpensive that most boat owners never cook on their boats and eat out in restaurants... Hence the single electric hob!



We did actually find a lot of catamarans at the show, they were these “pontoon” boats. These are effectively Aluminium tubes with a solid deck, sun shade, motor and lots of seats. They looked great for the sun and fishing, but I could not imagine what a slight sea chop would do to them!. Nevertheless, some were able to do up to 50mph, by having massive motors and planing surfaces on the bottom of the tubes: Which brings me to my final picture....

I wonder what I would need to do to put these on the back of SCUBACAT?

All the best,

Dagnall and Cathy.

*I think if you had those on the back of SCUBACAT with all that power the standard props would work ok. However you may need to beg your boss not to let you have so much time off work and ask him to let you do longer hours, as having recently spoken to an owner of a 30ft. cabin cruiser with a single diesel engine who is very pleased with the fuel consumption of his present boat, he continued to tell me that he gets 2.5 miles to the gallon. (he is pleased with 2.5 mpg little wonder most gin palaces don't venture to far from their home port)
I think you would be lucky if those two engines on the rear of SCUBACAT did one mile per gallon and with petrol still a lot dearer to buy than marine diesel, you will need very deep pockets. ED.*

Articles for sale and wanted

A. **Wanted** Cruising Chute for Catalac

Contact: Roy Wright of Falmouth at roy@budockwater.fsnet.co.uk Mob: 07811763955.

Wanted Inflatable dinghy 2.7M to 2.9M length this covers quite a few dinghies.

Contact: John Waller of Christchurch at marjon125@taktalk.net Mob: 07708 013899.

A. **For Sale** Tohatsu 9.8 HP. 2T Outboard engine short shaft, with 12 litre plastic fuel tank.

This engine has been used on our dinghy for high speed exploring and as an emergency engine for our previous single engine Catalac. The Tohatsu 9.8 2T weight is the lowest in its class and weighs no more than the later 4 HP 4 stroke.

PBO tested both 2 stroke and 4 stroke engines up to 10 HP on a yacht and conclude that the 9.8 in many ways the best buy over its much dearer 9.9 HP 4 stroke competitors. £400.00

Also unused engine transom bracket up/down spring assisted. £40.00 ono.

Contact: Peter Gimson at peter.gimson@sky.com or Mob: 07971 808777

Catalacs for Sale

9 meter Catalac "Aqua Gemini" twin Yanmar diesels under 500 hrs.

all the usual equipment plus Cruising chute, wisker pole, Radar, tinker tramp sailing dinghy 3.3 hp marina 2t engine 4 hours use only. davits, 240V shore power.

Lying ashore Cherbourg. Our Marina berth may be available in Cherbourg cost approx £1300.00 per year inc. electric. Reasonably priced for further details.

Contact: Rick Harvey june.rick@sky.com

900 Catalac "Pipers Dream"

many mods have been done on this boat to improve the comfort and performance of the boat we have numerous pictures and many of the alterations have been featured in previous BCCA newsletters. The boat has been an ideal boat to live on board. The improvements include. New engines and props with proper instruments. New sails, new galley, The inventory is too long to document.

For further information Contact: Toni fizyliizy@live.co.uk