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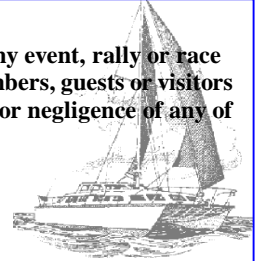
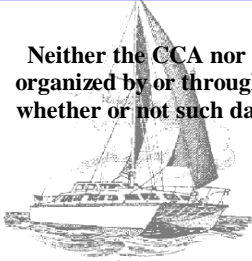
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Disclaimer

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.



SEPTEMBER 2009

Hi to all you Catamaran Sailors.

I hope you have all enjoyed a great sailing season this summer, with fair winds and kind seas. For those members who sail in and around Great Britain who are still hoping for light winds accompanied by at least glimpses of the sun, I wish you well. It's now that time of year, with the Southampton Boat Show almost upon us, that the nights and the season, for all but the hardy, draw nearer to an end.

Can you assist these members needing help and advice?

I have received a couple of enquiries from members wishing to upgrade their current wheel pilots.

We would be pleased to hear comments and recommendations from any members who have upgraded their wheel pilots in the last couple of years.

Also, this year, there has been a spate of boats being broken into with all the usual problems of equipment being stolen.

Many owners will find, to their cost, that some of the stolen items are not covered, for one reason or another, by their marine insurance.

The cost of replacing the equipment, when itemised, is always a shock to most owners.

What, if any, alarm you have you fitted to your boat?



PLEASE LET US KNOW.

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A report on this year's Bembridge Rally will follow in a newsletter at a later date, one boat that attended the rally has featured in PBO, this year.

The "Aristocat" Rumpelteazer who's owners John and Margaret Waller, designed and built during last winter's months, a doghouse, to protect him while sailing from the elements.

Another Boat to attend, the Prout, "Talia", owned by Mark and Tamsyn (not forgetting pippin the dog). Made August's YM. See below.

NEWS EDITOR DICK DURHAM TEL: 0203 148 4865. FAX: 0	
<h2>Sailors banned from landing</h2>   <p>Yachtsmen are being denied access to an island in Poole Harbour which has been a traditional anchorage for over 40 years. Uninhabited Long Island is now home to a security guard and sailors are banned from its nine acres of woods, salt marsh and heathland.</p> <p>Yachting Monthly reader Mark Stanton, 35, said he and his wife, Tamsyn, are no longer allowed to take their Jack Russell dog for a walk</p>	<h2>Wind farm victo for R</h2> <p>A plan to impose a no-exclusion zone around an offshore wind farm has been dropped. The plan, which had been dropped, said it was unenforceable. Gabbard offshore wind farm, 23km south-east of Lowestoft, Suffolk, wanted to prevent yachtsmen straying within 100m of its 140m high, 77m diameter towers. The company said vessels under 24m long could not access the structures.</p>  <p>No exclusion zone</p>
<p>Access denied: sailors are forbidden from landing on Long Island</p> <p>along the beach, even at Low Water. Mark, who sails a Prout Quest 33 catamaran, Talia, said: 'At Low Water this land is owned by the Crown Estate, not the landowner.' A spokesman for the owner told YM trespassers had been lighting fires and dumping litter.</p>	<p>The article is on page 11 of August's Yachting Monthly.</p> <p>I have reproduced a snapshot here so as to preserve my fame ! So I am now officially in the National media scrum. After emailing the YM news editor about a landowner in Poole harbour trying to stop people landing on the foreshore of Long Island which isn't even owned by them.</p> <p>It is owned by the Crown Estate. The article really isn't very clear and certainly doesn't make the point that it *is* legal to land on the foreshore. But they got my age right !</p> <p>I guess that's journalism for you.</p> <p>Mark Stanton..</p>

It is a small world and what are the odds on "Talia", "Rumpleteaser", and "Dragon Slayer" being in the small port of St Aubins on Jersey at the same time as Andy on "Dream Catcher" who has also been in print after he recovered a life raft and occupants off Guernsey, their boat having been lost after hitting a submerged rock.

Members Bob & Ann Freeman were unable to attend this year's Bembridge Rally.....See Below:

Fortunately or unfortunately I have been away in Brisbane Australia for our Grand daughters wedding and so was not at the Bembridge Rally, I think you have had better weather over here then we had, unusual for Queensland but we had a lot of torrential rain and even frosts in the morning but it was well worth it and we had a lovely time. I even managed a bit of sailing while I was over there...Photo.



Some thing I have been following on the internet is the sailing activities of some youngsters boys and girls aged 16 and 17 years old who are attempting to sail single handed on a world circumnavigation.

1st is Zac Sunderland from America.



Zac is 17 years old, and he is growing up in Southern California. A year and a half ago, he had a dream to sail around the world. It would have been easy to dismiss such a far fetched fantasy, but Zac took his own money, earned like most kids from summer jobs, and bought a 36 foot sailboat. He named his boat Intrepid. His parents had hoped he would find something that would create a fire in him, a passion that would direct him away from all the negative and harmful influences that are so prevalent in our society, but even they were stunned by the scope of his dreams and desires.

Zac has transited the Panama canal and is well on his way to completing his trip.

Also nearing the Panama canal is Mike Perham from England. Mike started sailing at the age of seven and has never looked back. He has completed RYA courses in dinghy sailing and windsurfing. At the age of fourteen Mike became the youngest person to ever sail across the Atlantic single-handed. He still holds that world record today.

Mike had hoped to become the youngest person to sail single-handed and unassisted around the world. Due to equipment failures and the resultant stops, Mike is now hoping to become the youngest person to sail around the world with assistance.

To achieve his dream, Mike has chartered an Open 50 racing yacht, which has been named TotallyMoney.com in honour of sponsor, TotallyMoney.com. In order to satisfy the requirements of the world record – currently held by 18 year old Australian, David Dicks – Mike who set out from Portsmouth in November to complete a circumnavigation of the globe. The journey must be completed under sail by wind and muscle power alone. The trip will cover approximately 24,000 nautical miles (39,000 km), taking Mike across the equator and every single line of longitude on the earth's surface. He will be at sea for four and a half months or longer.

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Due to delays along the way Mike has chosen to transit the Panama Canal rather than risk Cape Horn and he is currently heading in that direction. Mike has now arrived back home in Portsmouth to a hero's welcome and is now in the Guinness Book of Records for being the Youngest person to sail around the world, we believe there may be another challenge in the pipeline but we will have to wait and see.

Next is Jessica Watson a 16 year old from Mooloolaba Queensland Australia who is preparing her yacht a 34ft Sparkman & Stephens design and she hopes to start her epic voyage in November.

Jessica Watson

Aiming to become the youngest person to sail solo, non-stop, unassisted around the world in 2009

Jesse Martin was 18 years when he returned to Melbourne to claim the current record for youngest solo, non-stop unassisted circumnavigation in 1999. **Jessica** aims to depart after her 16th birthday, which is in May 2009, giving her plenty of time to return home safely to Mooloolaba and make history. Her scheduled departure will take place in September 2009. While Martin took 327 days and Cottee took 189 days, Jessica is expecting to back within 210 days (7 months).

Jessica is analysing the type of vessels others have used to complete similar voyages in. Jon Sanders, David Dicks and Martin all used an S&S34 in their successful solo circumnavigations. **Jessica** and her supporters will equip the yacht for the rigours of an arduous ocean passage, carrying out a major refit followed by extensive sea trials. Jessica considers the logistics of preparing such an ambitious campaign to be far more daunting than the actual voyage itself. A quietly determined young woman, she has such a strong vision of achieving her ambition, it's hard to believe she won't sail herself into the record books in 2009.



With all these youngsters crossing oceans let us now join "TARA DOS" whose cruise last year of 2900 Nm. Continues in the Mediterranean from Malta.

SUMMER CRUISE IN THE MEDITERANIAN

When we set out we normally expect force 2 or 4 here in the Med – but last year we encountered a gale on the nose for the first two weeks of our voyage to Greece. We also explored several of those lovely Greek islands. We navigated the Corinth Canal (a fascinating experience!) sailed round several of the Ionian Islands and eventually ended up in Malta where we laid our boat up for the winter.

We returned to Malta at the end of May the following year to get our boat ready for our next summer cruise. In mid June we set out from Valetta, Malta, expecting a dead calm or a light contrary wind but at least it pushed us in the right direction most of the day and the following night. We were heading north – first stop: SYRACUSE. We had to use the engines eventually but we arrived just after midday.

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Syracuse is a very large port with all the quays and town on the north side. We saw enough of Syracuse to last us for a long time so we dropped anchor on the south side of the bay to enjoy a beautifully peaceful night and several swims over the side. This latter was very important because the temperatures each day are in the 30-40.

It was our intention to reach PORTO CERVO, on the NE corner of SARDINIA around the end of August, so we had plenty of time to meander on the way – and that is just what we did. The following morning we did a bit of shopping (mostly Sicilian wines, of course!) and then potted up the east coast of Sicily to the little port of NAXOS, which is the harbour for TAORMINA, a fascinating hilltop village, very tourist-orientated but well worth a visit.

Ahead of us now lay the “dreaded” straits of Messina where we would have to fight our way through whirlpools between the ill-famed Scilla and Charibdis. There are tides there too – about the only place in the Med. Having sailed through the Alderney race on many occasions and in very different conditions, I felt that this dire experience was going to need careful planning and preparation so on the following day we sailed on to the port of REGGIO DI CALABRA on the toe of ITALY (just under the nail).

This is a large commercial port but there is an excellent yacht harbour just on the “left” as you enter. It is safe and secure and nobody charged us for staying there. That is about all one can say about it except that there is an excellent restaurant about 500 yards out of the harbour to the north where we had a very good fish meal at a reasonable price. We met a couple of English long-distance lorry drivers there who told us that they always eat there when in REGGIO and these chaps are now generally connoisseurs of continental eating so their recommendations are worth listening to!

The market in the town is very good – but it is a mile away and needs a taxi drive. We were almost disappointed to learn that an earthquake some years ago had smoothed the sea bed of the Messina Straits so the perils of passing through had been diminished to little more than combating a 3 – 5 kn. tide – or, of course, timing your passage to go with it.

Next day we set off in a dead calm 2 hours before the northerly set was due and plugged the tide for a time. There were a few whirlpools around but nothing like those round the Casquets and certainly nothing for us to worry about.

At the appropriate time the tide changed and we were merrily whisked along through the narrows and out to the Tyrennian Sea.

The first thing we saw that very hot calm, sunny day was the most incredible craft we have ever set eyes upon. It was about 70ft long, had a steel lattice mast some 100ft high and unbelievable bowsprit stretching 130ft beyond its bow, and also made of steel latticework. There were two men on top of the mast and one out on the end of the bowsprit with a harpoon clasped in his hand. It was a sword fisher! Apparently all the controls are fed up to the top of the mast where the skipper controls the ship. The other man is a lookout for shoals of swordfish and, of course, the man on the bowsprit is poised to spear them before the disturbance made by the hull in the water scares them away.

Just north of the Straits, turn right and you find a little harbour named – guess! – Scilla. It is very small and not frequented by yachts but it is delightful. There is a tap on the quay giving ice-cold water and there is a little village on the hilltop above where you can buy all the usual things.

A French yacht came in alongside us and we make good friends. We stayed there 4 days – going out each day to anchor in some cove or other in company. We agreed to go together to have a look at the LIPARI ISLANDS which lie some 25 miles to the west of the north coast of SICILY.

We motored and sailed and motored and stopped and swam our way to VOLCANO, the first of the LIPARI ISLANDS you come to from the east and as far as I can learn the only one with any adequate shelter for visiting yachts. There is a knob at the north end of VOLCANO and one can sail round and

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drop anchor at either side depending on which way the wind is coming from. The minute harbour is not worth looking at but the little, modern village is charming. There is a natural sulphur bath on the beach which many people visit for health reasons. It is just a hole in the ground that you wade into – being careful to wear shoes because the sand under your feet is very hot. Take great care if you want to sit down and wallow! And in the sea by the shore the hot sulphurous water bubbles up but at least it is cooler there.

We stayed there 3 days and then, still with our French friends, went on to the main island of LIPARI. This we found uninteresting, unwelcoming and uncomfortable. There was nowhere to anchor in shelter – the small harbours were all banned from visiting yachts – and we spent an unpleasant night wallowing in a swell and wondering what the weather was going to do.

We felt we ought to be making a bit more headway, so we said goodbye to our French friends and set off northward for the Gulf of Policastro on the Italian mainland, some 110 miles away.

On the way we put into another of the Lipari group of islands – PANARIA. We dropped anchor in a lovely little cove called CALLA FANCO. The holding was deep and a bit precarious but it was tranquil and very beautiful. Unfortunately the cala was full of jellyfish which made swimming a bit of a problem so we decided not to stay the night but to push on.

We upped the anchor at 1530 hours and set sail – soon finding a fair but gentle wind. This really was proving to be the most tranquil sailing holiday we had ever had. When a wind arrived it was generally in the right direction – when there was no wind whichever motor we chose to use started at the first press of the button and purred away for hours without a hiccup or an oiled plug or anything. Really quite boring! At the end of the cruise I had put on half a stone! Nothing to do but sit and drink!

By 1130 hours next morning we had closed the mainland of ITALY and had dropped anchor off a small town called CAMEROTE. We disdained the harbour in favour of the pleasure of diving overboard whenever we wanted to – which, in the prevailing heat of the summer, was often.

A ramble ashore and another tranquil night and next day we sailed on to SCARIO, our objective. This is a lovely little harbour and a beguiling little town. It was the beginning of July and we stayed there for 5 days. We caught a bus into the hills behind the town to a little village called Bosco and found some really good red wine carrying back a carafe of 4 litres. Unfortunately, it didn't last very long; we should have tried to carry 2 or 3!

The whole Gulf of Policastro is unspoilt by tourism and is very lovely but particularly in the town of POLICASTRO itself, we felt an animosity towards English people that we had never experienced before. Perhaps it is the tail-off of some unfortunate military event that occurred in the last war. Despite that it is an area well worth visiting for anyone cruising along the Italian coast.

By 6 July, the barometer had started to drop. Nevertheless we decided to head on and cleared SCARIO with a course round CABO PALINARO to ACCIOROLI – which we reached by 1615 hours.

ACCIOROLI is a good harbour – safe in almost any state of weather – but getting into it is a perilous operation. There are underwater rocks all over the place on the approach. Apparently there is one good channel but it is unmarked!

The barometer continued to drop that night and next day – but there was no sign of any change from calm conditions we had become so accustomed to. Thus, of 8 July, we cast off and set course for AMALFI.

We reached PUNTA LICOSA about 1300 hours and found the reason for the barometer drop. A very strong NW wind was blowing and seas were quite high. By 1445 hours we were back in ACCIOROLI! Fair weather sailors us! ACCIOROLI seemed a very pleasant place to be in. The wind continued all next day, so we stayed put! However, on the following day, 11 July, we cast off and had a glorious sail to AMALFI. In 8 hours we did the 40 miles, with no worries ...except to identify AMALFI.

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Visibility was poor and when, eventually, we saw the great mountain range which runs from east to west our problem was to identify which of the small clusters of houses at the base of those cliffs was the one we wanted – the only one with a harbour! However, with no tides to worry about, we had blind confidence in our DR and kept straight on. We were right on course (of course!) and slipped into the pleasant little harbour there with no trouble at all. By 1400 hours we were tied up and sitting back knocking off a gin and tonic.

Amalfi is a lively little town – but, of course, tourist orientated. The great mountains behind make a spectacular backdrop and at night-lights twinkle all the way up. To us, though, it was hot and oppressive in the harbour.

On 30 July, we moved on having enjoyed Amalfi. After all there was still a lot to see and we only had a month left! We set course towards Capri. On the way we put into an idyllic little cove called Sina Ierant – open only to the west. We decided to stay there for the night. But, by 1630 hours there was a swell coming in and the wind had built up from the west, about force 4. No way could we stay there tranquilly. We upped anchor and motored off the 10 miles or so to Capri Island.

Several friends had told us that Capri harbour was a bad place to stay in. It was crowded and the constant arrival and departure of ferried churned up the water and made living aboard very uncomfortable. We did not find it so. We tied up to a very nice berth – nose on to the quay – and were told to move to a smaller one. No problem! We moved and passed two very peaceful nights there. The only complaint we had (if it was a complaint) was that it was expensive per night, which was only expected. At least there was plenty of water available on the quay! This was the only time in the entire trip that we had to pay harbour dues.

Capri, of course, is entirely tourist orientated to the N'th degree. A cup of indifferent coffee in the town on the hill above the harbour costs a bomb! We didn't buy a lot there but we stayed there for two nights and really did enjoy the place.

On 15 July we sailed away from expensive Capri and sailed to Ischia. There was a fair wind (incredible wasn't it) and we eventually dropped anchor under the lee of Mont St Michael at 1430 hours. We had been given to understand that the harbour of Ischia is always full and a walk there next day confirmed the fact. It was jam-packed and no way would I have liked to try and moor up there.

Ischia is a very pleasant island and the little village ashore of Mont St Michael is unspoilt by tourism. Prices are reasonable and the atmosphere is a happy one. The anchorage is good and one can move either side of the mount depending on the direction of the wind – but it is no place in which to leave your boat unattended for long.

There is a similar promontory at the south end of the island – St Angelo. There is a lovely little village there and, again, one can anchor in safety at either side. We went to St Angelo for a couple of days, had a barbecue on a beach one evening and then set off towards the north. We ended up at a harbour on the west coast called FORIO, which was not shown in any detail either on our charts or in the almanac. In fact it is a good, large harbour and later that day we sat out a strong NE blow in reasonable comfort at anchor close under a protective mole.

We didn't see very much of the town – but what we did, did not impress us unduly so we decided to carry on to VENTOTENE. We left Forio at 1345 hours and reached Ventotene at 1900 hours with a mixture of gentle sailing and motoring. Ventotene is fascinating. There are two harbours – one, modern with long quays and good anchorage off a sandy beach. The other is the ancient Roman Galley harbour – carved out of living rock. We chose the old one – and it was crowded, with other yachts, all with the same ideas as ours. We tied up to a Roman bollard to which, no doubt, many galleys had made fast 2000 years ago. We walked through a tunnel carved by the Romans to a lovely beach on the other side of the headland – and we revelled in the place! TO BE CONTINUED NEXT MONTH.

Catalac 8 For Sale

Built by catalac catamarans Ltd., sail number 214, last one built in 1988, white hull and deck, white main/Genoa/number 2, blue number 1, blue and white spinnaker with pole, furuno 24 mile radar and reflector, manual windlass with Bruce also danforth, wind generator, large solar panel, 2 year old 15hp 4 stroke suzuki, 2hp suzuki with valiant inflatable in davits, eberspacher d4, gas/elec fridge, flavel cooker, plotter/radio/log/depth/navtex/navico autohelm, fixed rudders with skegs, engine steers, 2 batteries 1 brand new.

Looking for £25000 that is reasonable considering age. Based in Stranraer marina, going to take some internal pictures this weekend. Contact: nick.windtouser@talktalk.net for full details.



Sad News.

Dear Sir

I'm just emailing you to let you know that the designer of the BobCat, Bill O'Brien has passed away at the age of 89 following a short illness.

My partner has lived next-door to Bill since 1967, whereas I have known him for just a short 10 years. I don't know how much you know of Bill, or if indeed, it is of any interest to you.

Bill grew up the son of a pig-farmer in rural Southern Ireland. During the war he served with the RAF in Alexandria, where he met and married his wife Louise in 1942. They were married for 62 years, only separated when Louise passed away in 2005.

Bill's best-known design is the Oceanic, but he continued to design boats up to and beyond his retirement. During his working life, he worked on various projects with Chay Blythe and Robin Knox Johnson. He was also a founder member of Weston Sailing Club in Southampton.

Bill was a kind, gentle man, possessed of a wicked sense of humour and a gift for telling stories. He will be much missed by his family, friends and neighbours.

Yours faithfully

Helen Mintram