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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.

**November 2010**

Hi to all you Catamaran Sailors.

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

To be held mid-day on Saturday, 13<sup>th</sup> 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](mailto:peter.Gimson@sky.com) ASAP please.

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**We have two boats changing owners.**

Hi Peter

After owning my 9metre 156 from new and having had over 30 years of cruising with her, I have now received an offer for Sea Chief which I have accepted and will retire from cruising with my wife although I will still be crewing on a Hunter formula one for club racing.

Thank you and all your predecessors going back to Mary Lack for all the entertaining news letters  
From Colin Thompson 49 White Horses Way Littlehampton West Sussex BN17 6NJ.

The new owner of Cl.9156 "Sea Chief" is Mr Richard Buckwell of 29 Cormorant Way PO20 8RD.

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**The next one is not just a change of ownership it is also a name change the new owner intends to sail his new boat back to the USA.**

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

Peter,

I'm Terry D. Kennedy, my address is: P.O. Box 194, Wynona, Oklahoma. 74084.

My e-mail is: [thekennedys@stinternet.net](mailto:thekennedys@stinternet.net), and my cell: (918)724-4991.

I purchased a Catalac 900, sail# 9.912. It was previously owned by Mike Hilsum, and was named "Lachatte", then "Katerina". I am renaming her "**Ga-He-Tha**".

That is Osage for "moved by the wind". I'm Osage, it is a Native American Tribe in Oklahoma, USA.

I currently have the vessel on Hayling Island, and John Green has been my liaison in purchasing and outfitting her.

I'm passing this information to you in order for you to add me to the "Owner's Book".

I have a copy, and I know of some changes that need to be added also:

John and Anona Cole now own "Aku-Aku", sail number 9.07. Their address is: #188 Twyford Ave. Portsmouth, Hampshire. PO2 8JE. E-mail: [jpcole@o2.co.uk](mailto:jpcole@o2.co.uk)

Colin Arrowsmith is the new owner of sail# 9.213. She went by "Puma Safari" but has been renamed "Clavitoo" I don't have the new Colin's information at hand, but he has e-mailed it to me, and I will forward it to you later.

Also, Kevin Broadbent of The Isle of Man, now owns "Duetta" Sail# 9.911. I haven't got his additional information, but he is on a forum, and I can ask him.

The forum is: [www.multihulls4us.com/forums/index.php](http://www.multihulls4us.com/forums/index.php)

There are quite a few Catalac owners on this blog site. I think you would find it very informative to join on. Once on you can click on the "Catalac Owner's" and it will put you in touch with a few more current, past and future owners.

I'd like to join your owner's organization if your keeping it up and current.

If your having difficulty in this area, I'd like to volunteer my services. I'd be happy to set up the current owner's information, and assist in keeping it current. I have some free time until after the New Year, when I'm going to fly back to the UK and sail my vessel home.

Richard Marcarelli has set up a Catalac site in the USA, and it has a lot of good information, as well as pictures of Owner's vessels and their names. [www.catamaransite.com](http://www.catamaransite.com)

I hope this information is of help to you. I have been researching these vessels for about 4 years now, and was finally able to land myself one this past September. Bob Freeman, and John Green have been instrumental in helping me decide which one to get. I look forward to many happy years of being in the Catalac family. Kindest Regards, Terry Kennedy

Hi Terry,

Congratulations on your purchase,

Many thanks for the updates. I am just getting back into winter mode and trying to catch up after our summer sailing season.

The register that you are looking at must be several years old we try and keep it up to date but sadly many owners either forget or don't bother to update us when they change e.mail addresses, boat names etc.

Our members would like to read of your travels. I will send you more information later this weekend

I am sure our wakes will cross in the near future. Peter Gimson Cl. 8.220 ME-AND-ER

The information with regard to the new owners has been reported in the newsletters please make sure you keep your register updated, or order a new one, and please if your details are changing let us know.

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

Last month we had enquires from Peter Denning and Bob Freeman regarding wheel pilots, - do you know which type the majority of owners use. Peter Denning stated, "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".

See Dagnall's reply:

Hi,

Did I reply to this earlier? If so then apologies for second message...

The new **Raymarine autohelm** that I have does have the ability to take data from a GPS, via NMEA, but I have not connected this up, as I prefer the old fashioned "steady course" accounting for tides etc approach - usually calculated by my excellent Neptune Navigation C-Map passage planner program on the PC, which also displays AIS. It can be a bit distracting... : As Peter and Sue know, as I was watching this AIS display show the position of the Ferry that they were on, whilst they were waving madly at us from the top deck as it came into Poole, and we completely missed seeing them!.

As far as the course holding goes, it seems really good at holding course- it has the "gyro" option, although I can do a better job when concentrating!. It was a bit tricky to fit, involving a precision hole, but I want to photograph that so you can see!

On **Fridges**, We have an excellent little Waeco CDF18 (18 l) coolbox, it has a "proper" compressor pump and whilst it takes 4A when "on", the thermostat is only on for about 1/4 of the time for us, giving about 1A average consumption. Its a little small, but being top loading, is very efficient (no cool loss when the "door" is opened) Ours fits neatly under the sink. We have had it years, and it had one problem early on, which they fixed quickly. They seem to sell the compressor etc as a separate item for updating cool boxes.[http://www.waeco.com/pdf/More\\_Comfort\\_on\\_Board\\_2010\\_en.pdf](http://www.waeco.com/pdf/More_Comfort_on_Board_2010_en.pdf)

We have just had Scubacat lifted out, our last two trips were a bit of a disappointment: The normally brilliant dinghy outboard died about 6 weeks ago, but was fine when brought home and tested after I cleaned the carb out. Then two weeks ago we manhandled it back onto the dinghy, it started first pull, we loaded up, left the marina, and it coughed and died just as we entered the waves.... I got some much needed exercise rowing back to the marina berth, where I could start it, but revving-up proved impossible. So I took it to the winter yard where an expert is looking at it- and who suspects that real reason it stopped was old fuel. - I did not think to put new stuff in when it started OK at home.! The stuff in the tank is probably 6 months old - A lesson learned as they say!.

As I noted, I was going to take some photos of the autohelm installation for the newsletter, but as you can see, I have not actually been on board since your original letter- Perhaps I can manage to remember to take some photos when we go down and see her in the yard!!

Hopefully we will be at the Gosport meet.

All the very best  
Dagnall and Cathy

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Many thanks for the information about wheelpilot, fridge, and Neptune navigation. With reference to your outboard engine, it sounds more like a blocked or partially blocked main jet or transfer port than bad fuel. As a matter of course, during the winter lay up all outboard engines should have their fuel systems drained, both fuel tank, lines, and finally undo the drain screw nut at the bottom of the carburetor float.

The fuel and air jets on these modern 4stroke outboards are extremely small and can be either partially or completely blocked by the smallest grain of salt or aluminum corrosion. The aluminum corrosion comes from inside the float chamber. Remember the fact that it worked ok last time does not mean it will be ok next time.

To guard against this at the beginning of each season flush lines and bowl in new petrol before you need to rely on it. ED.

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Last month we read Aleck's report (with the help of John) on his trip across the bay with his friends from Australia in two new Lipari Fountaine Pajot catamarans "Whiskers" and "In Tune"

This month we read their account of that trip and an update on their progress.

**" TUNING IN" ..... EPISODE 5 ..... Monday 13<sup>th</sup> Sept.**

**Greetings to Everyone,**

**Another long episode of the more interesting bits.....**

**It is always lovely hearing from you and I do try to answer when I can. The internet connections have been a constant source of annoyance - especially in France. Even at marinas wifi is unreliable and of course we can't get it out at sea. We have purchased another module for our laptop here in Portugal and this seems to be giving us good access.**

**Hope this finds you all well and in a good space.**

**Well we survived the crossing of the Bay --- another experience notched up -- and one, I might add, we won't want to repeat.**

**But first I must mention a few other unexpected and rather interesting happenings.**

**At the end of my last letter, I mentioned that we had sailed/motored north from La Rochelle to the Golfe du Morbihan in French Brittany. Going to the Golfe was a bit daunting and rather a challenge for inexperienced David and I, since the area is well known for its big tides, shallow areas, hidden oyster racks and treacherous currents - but, too many people had recommended it as a "must-see" and Allan was confident, so off we went.**

**We weren't disappointed.**

**Even the days of rain and cold were fine as we used the time to catch-up on more learning, correspondence, cleaning, reading and planning. There is always something to do on a boat.**

**True to what we were told - the Golfe is very special.**

**The many small islands are steeped in history and it is obvious that a major effort has been made to retain and maintain the original buildings and culture. There are many boats here, generally secured to their own mooring buoys, which are necessary because of the strong currents. We found places where it was possible to anchor and so long as we carefully monitored the winds and tides, we were perfectly safe.**

**We hadn't counted on the French, laissez-faire attitude however.**

**Coralie and Allan needed to go back to La Rochelle to pick up their extended travel visas and decided to hire a car from a town on the mainland called Vannes.**

**Radioing ahead, we booked into Vannes - a lovely old town - with a marina located at the end of a very long, narrow canal interspersed with locks. We were told that an attendant would meet us to**

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help us through the *bridge*.

Bridge? ..... we told them the width of our boats.

“No problem”, we were told.

“Just tie up at the pontoon when you get there and someone will meet you.”

David began to feel a bit apprehensive as we snaked our way down the kilometres of narrow channels towards Vannes. Finally the pontoon appeared - we reached here right on low tide, bad timing, and our boats were essentially aground on the muddy bottom. We weren't too worried because we could see quite large ferries and 2 cargo boats moored to the left of us.

A ferry pulled in on the opposite bank, a few metres from us. The skipper yelled something at us in French. We understood the words “go back” as he pointed from us to the narrow bridge opening. David was ready to turn around but Allan, who had already moored at the pontoon, was confident we would fit, a decision he would later regret.

A dinghy approached, carrying the attendant. “Plenty of room”, she announced.

After a few hours, the tide was high enough, the bridge finally opened and the dozen or so boats lined up on the inside made their way out. Then the light turned green and it was the turn of the boats going into Vannes. David had rehearsed the approach in his head and we had gone over and over my role in keeping us in the centre. Getting the timing right with the wind and current was essential. I took up my position on the front of the boat - arms ready to point and voice ready to yell.

A steady stream of small boats (none as wide as ours) began making their way through in front of us - we let them get ahead a bit so that we could line up properly. A large cargo vessel moored near the bridge with its stern partially blocking the approach to the entrance didn't help. The attendant called to us from her dinghy and it was our turn.

We moved steadily forward - lining up perfectly - then just as we were approaching the opening, a boat came at us head on. He was a late arrival, wanting to go out, against the light. He spotted the gap left by David and decided to make a dash through. I yelled ..... David stopped.....

.....the dinghy attendant raced out to block the on-coming boat, yelling furiously..... it stopped and moved back.

The wind and current had pushed us off course but somehow David managed to get us back on line and with less than a metre to spare on each side of what seemed to be an endless wall of rock .... we were through.

Poor Allan, wasn't so lucky.

Seeing our situation, he waited to make sure he had plenty of time to line up as well as gain the speed needed to get through - but the wrath of the attendant obviously hadn't deterred the boat wishing to leave and it made another dash - forcing Allan to stop just as he was going through the opening. With no forward speed to steer through the current Whiskers was swept into the pilons - scraping her side and causing a nasty crack. The bridge went down and the offending boat was not allowed to leave. It was a very disappointing end to a lovely day.

Getting back out was already on our minds. Vannes is a beautiful old city and our spirits soon lifted as we explored the many restored fortresses and buildings the following day. Fortunately, when we did leave, it was early morning and there were no other boats to hamper our progress, and this time we were moving against the tide. We made it through the locks and bridge easily.

We spent the next week anchored in sheltered inlets using our dinghy to take us to shore and explore. Lovely long walks and bicycle rides through timeless villages, followed by evenings breathing in beautiful sunsets on soft - pink ripples ..... it was a peaceful, restful way to charge up our batteries and get us ready for our biggest challenge - The Bay of Biscay.

We headed back to Pornic to pick up Allan's friend Aleck and his mate John who were flying especially from the UK to help us. They arrived 10pm on Sunday night and we discussed our departure.

The Bay weather can be very unpredictable - especially after July/August, (which is the safest time) - but Aleck had spent many hours checking everything and was convinced that it would be OK to leave the next morning - Monday. It was a bit sooner than expected and I would need to do a bit of



quick preparation.

Aleck would travel with Coralie and Allan on 'Whiskers' and John would come with us. Both men are very experienced and owned catamarans.

Monday morning saw us up nice and early and I quickly cooked up a big pot of mince/vegies/pasta which served us for the next 3 nights - it was all we could manage in the conditions.

We left Pornic at 11.00am.

The wind was supposed to be 10 - 15 knots and it was - for the first few hours but by Monday evening it had built to 20+ with very choppy seas to match. - and - yes, you guessed it -- it was on the nose. We did put our sails up and tried to tack a bit but this put us too far off course. With conditions worsening, we opted for motors and a bit more speed to get us there. By Tuesday midday, the winds had reached to over 30 knots we decided to use just one motor and slow our speed to stop the boat ( and us) from being pounded to bits by the 3 to 5 metre waves. At 6pm on Tuesday evening, with winds around 20 knots, our halyard ( the rope which holds up the mainsail) snapped, causing it to come crashing down - John and David managed to pack it away. No more mainsail.

We still had our head-sail but the winds - still on the nose - had increased again and the rain, which began on Monday evening, had really set in, making sailing impossible. Sitting at the helm - where I spent most of my time, was not particularly pleasant. I amused myself by watching the speedometer stop at the top of a wave, then race on a few knots as the boat descended down the other side. That was until rogue waves began to hit us from the side and we got water over the front deck. At least the rain was washing off the salt water. We were very grateful for our new rain-gear. But even then, I had 5 layers on.

This continued all of the next day and night. Finally, on Thursday morning - nearly 60 hours and 2 and a half days later - the winds eased to about 15 knots and the seas settled a bit. The sun came out and it was lovely.

Our fuel was pretty low by now and we decided to abandon going around Cape Finisterre and changed our course for La Coruna in Spain - not a problem except that we would be arriving at around 3am. - with a new moon. To make matters worse, we weren't able to contact the marina and would need to anchor.

Were we worried? .... Yes.

A little digression ..... you are probably wondering about sea-sickness ..... a very valid thought. We were all affected - except Coralie. I had taken some sea-sickness tablets (Stugeron) but the sea just got too rough and I was feeling pretty off by Tuesday morning. Aleck was very sick too for a time and even Allan and John had sick times. David was only affected when he went downstairs for too long but was mostly OK. Coralie is very fortunate, can sleep anywhere and never seems to be affected. I felt OK up at the helm - where I spent most of my time during the day.

John and David kindly took turns with the night watches - 3 hours on and 3 hours off.

The inside of the boat looked like a cyclone had been through it. Nearly everything that wasn't tied down had been knocked onto the floor and with one of our winches leaking there was a lot of water in parts of the cabin. The worst part was not being able to do anything to fix it. I only entered the saloon in quick bursts or to lie down on the seat which seemed to give me relief.

Because of the waves we had to keep our speed down and were often doing less than 4 knots. This added to our time and instead of taking three days - we took four.

But, the quieter seas and sun on Thursday, lifted our spirits considerably and we trusted our instruments to lead us to the port of La Coruna. So, with our journey nearly over, there we were at 2am...on Friday morning - the three of us - sitting at the helm .....peering into

..... *nothing!*

And *that* was another experience!!!!

Our first night anchor, near a busy port and in the fog!!! The complete black-out seemed to last forever. Wow ! ..... scary ..... it is where you really have to trust your chart plotter and radar.

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**But we did it!**

**Eventually the fog lifted to reveal a lovely cove and sandy beach with orange street lights reflecting on the water. It was a welcome sight and the prospect of a few hours of uninterrupted sleep was even more welcome.**

**You will be pleased to know that it hasn't put us off -- just made us more cautious about getting really accurate weather reports - though the Bay of Biscay seems to generate its own weather and is very unpredictable.**

**And ... we've notched up a few more experiences, all of which help to build up our confidences and lessen the anxieties. We now know, we can survive the rougher conditions.**

**John was a real support in all ways and we were extremely grateful to have him on board with us. He was most helpful, and informative. He and Aleck were a real bonus.**

**We were even more grateful when Aleck went up our mast on Saturday morning and fixed our halyard.**

**It is now Monday and we are in the marina, the boats are all freshly washed and everything has been put back in order. Even our leaking winch has been fixed.**

**Coralie flew to London with Aleck and John on Saturday to meet up with her daughter, Leisl. She will come back on Tuesday night.**

**The weather looks good for Wednesday ( at present) when we hope to sail around Cape Finisterre to Baiona. The 10 to 20 knot, north-easterly winds should allow us to actually sail. This will take about 24 hours. From there we will amble down the coast to Portimao in Portugal where we will leave 'Whiskers' and 'In Tune' for the winter.**

**We only have 4 weeks left before our visa expires.**

*Wednesday has come and gone. .... It is now 24<sup>th</sup> Sept.*

**Our 24 hour sail, once again, turned into a motor event as the winds just did not co-operate and were either directly on the nose or the stern. At least they weren't too strong and there were no huge waves.**

**After a short rest in Baiona, we then had another 2 x day/night sail to Cascais in Portugal where we are now.**

**This time the winds were far more co-operative and we even managed some lovely sailing with motors OFF!!!!!! To add to our delight, a pod of dolphins escorted both In Tune and Whiskers for most of the first night. Watching the phosphorescent shimmer in the water as they played in the bow waves, was magical. The following morning, Coralie radioed to say they had spotted some pilot whales. Sure enough, not long after, 6 pilot whales came right up along side - we could have reached out to touch them. One even swam right underneath us.**

**As we continued down the coast the following day, we enjoyed many more dolphin visits. They would see us and come bounding through the waves, jostling each other for room on the bow. They'd leap half out of the water and then flip and turn to catch the next wave. We were delighted - they are so entertaining and uplifting.**

**A short summary and comment by David to finish off.....**

*We are presently at anchor in Cascais after Lucy and I completed our first solo night sails, a 1 night sail from La Coruna to Baiona and a 2 night sail from Baiona to Cascais. There are thousands of fish pots off the coast and so we plotted our course outside the 100m contour line to increase our chances of avoiding them. Even so, in daylight hours thankfully, we came across 2 floats in 165m of water and 30Miles off the coast! They may have been just markers for the fishing trawlers.*

*Speaking of fishing trawlers.....*

**One gave me a real scare one night. I could see 4 blips on the radar about 1 - 1.5Miles away off our port beam. They appeared to be stationary for some time. Then all of a sudden, they were approaching at speed and I had to take very quick evasive action. I swear I could see the bow wave of the closest boat when it was still some distance away, even though it was very dark. I'm sure he was having a good laugh as he eventually passed about 200m astern.**

**Cascais is a very pretty place and we will stay at least a week to have a good look around. A trip by train to Lisbon is scheduled for tomorrow. The Portuguese people are very helpful, and best of all, most seem to be able to speak at least reasonable English.**

**We have an appointment in Portimao to extend our visa in Portugal. The visa extension we got in La Rochelle after so much trouble is not valid here, even though the French authorities said it would be. Why am I not surprised? So at the moment, we are in the country illegally. We have spoken to the authorities at the marina and they are not concerned thankfully.**

**We are still very happy with the boat and we are a lot more confident than we were. We have taken the boat through narrow locks and bridges with very little room either side, sailed into harbours at night in fog, berthed in winds where there is very little room to manoeuvre etc. We have finally worked out our different roles in the running of the boat.**

**We will winter the boat in Portimao in the Algarve area of southern Portugal where we are getting a reduced rate of about 2000 euro for 6 months. We will return to Aus early December and return to Portimao in March next year.**

**This experience has been very difficult at times and I would not want to start again, at least not in the same way. However, the main trials are over now (hopefully) and we certainly have a lot to look forward to. Having gotten this far, we are certainly not turning back. Our basic plan is still to sail the Med next year and then re-evaluate our position. There have certainly been a lot of special times and the contrast with our previous life at home is dramatic.**

**We've decided that sailing really tests your resilience, fortitude and determination. Every day is different and unpredictable - no matter how much you try to plan things. But there are so many wonderful aspects to this journey and fortunately, the "bad" bits seem to be forgotten very quickly.**

**A quiet sunset in a vast stillness ... a soft breeze on your face ... a pathway of silver moonlight...joyful dolphins ...ancient places - lovingly restored...We feel very blessed.**

**Blessings and warmest wishes to everyone,  
May this find you well and happy,**

**Love and Hugz where appropriate,  
Lucy Louise and a special Hello from David.**





