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Catamaran Cruising Association

Formerly Bobcat & Catalac Cruising Association



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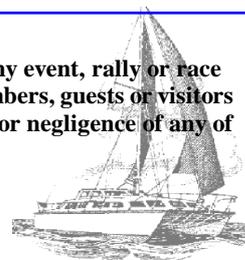
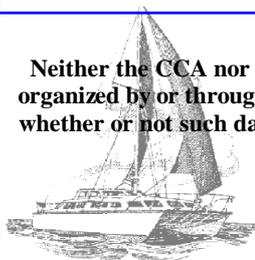
www.bobcatandcatalac.btinternet.co.uk

Disclaimer

Neither the CCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the CCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the CCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.



March- April 2011

Hi to all you Catamaran Sailors. Most of you seem to be, or have been, making good use of the better weather. All the clean boats and the scurrying around the boat yards certainly have paid off. Our A.G.M. completed, we look forward to our future events, as per list, and hope many of you will be able to attend one or more of the events.

Forthcoming events for your diary.

27th May - 3rd June: our first Rally will be held in Christchurch. (The home of Catalac) Bob Freeman will organize a meal at the local Sailing Club, berths may also be available for those not wishing to anchor and use the dinghy. For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796

18th - 19th June: Cheese & Wine afternoon on the I.o.W. at Newport.
For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796.

9th - 10th July: More of the IOW enjoying the delights of Ryde.
For further details and the number in your party please contact Bob Freeman by e.mail bobatlongleaze@aol.com or mobile on 07807 907796.

18th - 21st August: Poole BBQ at Bramble Bush, anchoring off Brownsea Island for the night and enjoying Bournemouth air show during the day. Midday meal at Poole Yacht club, depending on numbers. For further details and the number in your party please contact Chris McCarthy by e.mail aleck@mq-sales.fsnet.co.uk or mobile on 07905 105596.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE CATAMARAN CRUISING ASSOCIATION HELD AT THE GUN PUBLIC HOUSE ON SATURDAY 26TH MARCH 2011 AT C. 13.00. HRS

Present: Sue Stacey, Peter Gimson, Tony & Jacqui Linford, Bob & Ann Freeman, Nigel & Ann Ladd, John Shell, Jeremy Bretherton, Aleck Tidmarsh, Nick Tidmarsh, Chris McCarthy.

1. Commodore's Address

The Commodore (Aleck Tidmarsh) opened the meeting by thanking everyone for attending and for their time and consideration over our Association's matters. He also extended thanks to the Committee for their time and efforts especially our Secretary (Peter Gimson) and our Treasurer (Sue Stacey) without whom he doubted the Association would survive.

He referred Members to his 'Commodores Report' previously circulated and asked if there were any questions relating to its content. Jeremy Bretherton queried when the decision was taken to cut the number of issues of the Newsletter. The Commodore referred him to the minutes of the meeting which took place on Saturday 13th November 2010 at the Alverbank Hotel and read out the relevant section of these Minutes.

2. Minutes of the last Annual General Meeting

The Commodore asked if the minutes of the last Annual General Meeting could be accepted as a true record. Bob Freeman wished to place on record that although he agreed the Minutes the Accounts supplied were not accurate. This was noted. It was agreed that a small error had been noticed and corrected. The acceptance of these Minutes was proposed by Tony Linford and seconded by Jacqui Linford. The meeting accepted that the Minutes were a correct record of the meeting.

3. Apologies for Absence

Apologies had been received from Theo Hargreaves, Margaret and John Waller, Maggie Smith and Cathy and Dagnall Clutterbuck.

4. Executive Action taken since the last AGM

The Commodore reported that the name of our bank account at the Christchurch Branch of Barclays Bank had been amended to reflect our Association's new name and that the required signatories to this account were both the Commodore and the Treasurer.

5. Treasurer's Report

The Treasurer extended her thanks to Theo Hargreaves for the time he had taken in auditing the accounts. She stated that the Statement of Accounts circulated was self-explanatory and, although the position looked somewhat bleak, she was confident that the deficit would be corrected during the year because of the actions taken in regard to the Newsletter etc. Subscriptions had gone up and the deficit for this year was now only £11.05. If the stock of burgees was taken into account then we were in credit. She asked if there were any questions from Members.

Jeremy Bretherton asked if the Secretary would be paid on time this year for the production of the Newsletter. It was anticipated that this would be the case.

Bob Freeman asked how many Newsletters did the expenditure shown cover. The Secretary responded that last year the expenditure covered 10 issues of 30 Newsletters.

The Commodore asked if everyone was happy with the Treasurer's Report and this was agreed.

6. Secretary's Report

The Secretary informed the meeting that he was in need of articles for the Newsletter and that there would only be six this year. The next Newsletter was due out in approximately two weeks.

The Commodore asked the Secretary to consider the content of an email from Bob Freeman regarding future events for the Association. A general discussion ensued as to the possibilities for future events and dates. The discussion first centred on having the next AGM at Christchurch Sailing Club but it was concluded that this would be impractical due to the many activities at the Club when we wished to hold our AGM.

Further discussion resulted in the following possibilities for events and nominated Members who would follow up these possibilities:

- Late May Bank Holiday Rally in Christchurch from 27th May to 3rd June. Bob Freeman would try to organise a meal at the Christchurch Sailing Club either an evening meal or Sunday lunch or both. – **Action Bob Freeman**
- Rally, perhaps to Newport IOW, to include a visit to the Osborne House BSO concert in July. Investigations to be made by Jeremy Bretherton – **Action Jeremy Bretherton**. Bob Freeman also suggested that it might be possible to organise a Boule game in Newport and agreed to investigate this. – **Action Bob Freeman**
- Rally in Poole to coincide with the Bournemouth Airshow in August. Chris McCarthy agreed to investigate this – **Action Chris McCarthy**
- Rally to Ryde Harbour in September. Bob Freeman agreed to investigate this including the tides which would be crucial as this is a drying harbour. – **Action Bob Freeman**
- Sue Stacey suggested that another possible Rally venue might be Wootton Creek. She agreed to find out how many boats could be accommodated on the Sailing Club's visitor's pontoon. – **Action Sue Stacey**

It was agreed that all these investigations would be made as soon as possible and the results emailed to the Secretary and the Commodore who would decide upon the final timetable of events. It was hoped that the major part of the timetable would be included in the next Newsletter which was due out in approximately two weeks.

6. Election of Officers and Committee Members (Added to the Agenda Circulated)

Jeremy Bretherton stated that he wished to stand down from the Committee due to pressure of other business and the distance he has to travel to attend meetings. Everyone expressed their regret that he had made this decision and the Commodore thanked him very much for his major contribution to the Association. The Commodore stated that he hoped Jeremy would continue as the Association's informal legal advisor.

After general discussion the following appointments were agreed:

Aleck Tidmarsh – Commodore

Peter Gimson – Secretary

Sue Stacey – Treasurer

Committee Members: Tony Linford, Bob Freeman, Maggie Smith, Chris McCarthy. John Waller was nominated in his absence to replace Jeremy Bretherton. The Secretary agreed to approach him on this matter. The Committee were hopeful that they could call upon Jeremy for any legal advice should there be found to be a need in the future.

7. Ideas for increasing income and reducing expenditure

It was agreed that at each Event the person taking the lead would organise some form of fund raising activity seeking the help of others as necessary. Raffles, boat jumble, cheese and wine or dinner parties were possibilities. There were no further suggestions for reducing expenditure as it was felt that six Newsletters was the minimum required. It was hoped that the Secretary would be able to buy a supply of postage stamps before the impending price increase.

8. Ideas for increasing membership

The need to canvass any catamaran owners that we came across was again confirmed but it was noted that this was a thankless and quite difficult task. However, it would continue.

The Commodore stated that other classes of catamaran had been approached – for example the Heavenly Twins, Prouts – but it had been found that they tended to be very protective of their class name and unlikely to join a generic Association. He stated that he hoped his proposals for changes to our Rules, yet to be debated, would assist.

9. Proposal for Rule Change

The Commodore referred to his paper on this matter previously circulated. He stated that the changes were aimed at broadening our scope and updating how we operate – for example having an annual election of officers/committee members instead of serving for 2/3 years automatically.

The main change was in setting up a larger committee by enlisting people from areas other than the Solent in an attempt to set up regional sections. He had indications that some members around the country would be happy to lead such groups.

The Commodore asked Members for their views. It was agreed that the changes were a sensible way forward and their adoption was proposed by Tony Linford and seconded by Jeremy Bretherton.

10. Anything the meeting wants the officers to work on before the next meeting

No matters were raised.

The Commodore closed the meeting with his thanks to participants at 14.00 hrs.

THIS ATLANTIC POWERBOAT CHALLENGE IS ECO FRIENDLY.

A pleasure powerboat crosses the Atlantic with thirty litres of fuel.

Extract from the website of the French sailors.

March 2010-

We had the choice to cross with several kinds of boat liferaft, tender, canoe, zodiac or prototype. Let us leave that to the boldest.

English Catamaran Catalac 9m/4t, of average Joe was retained. Equipped with 40 m² original sails and considered lazy. It will be equipped with the OMEGA-SAILS - kites of 40, 60, and 100 m² to enable us to average better speeds. Thanks to the big kites our crossing is now possible they are easy to use by a novice and easy to adapt onto boats up to 15 m. The sails were born from an observation the dynamic kite boats with kite surf design are usable for boats with a permanent piloting and hard handlings of launching/reception and are therefore reserved for sportsmen on small boats.

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The omega Sails-kite can be used by any one person, takes off from the boat, doesn't require any manipulation once in flight even during course and wind changes and makes it easy to adapt on existing boats.



For more information on the challenge check the omega web site
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Omega say the advantages of their sails.

For sailing boats:

alternative for rigging and rescue in case of dismasting (open sea racing).

For motorboats:

engine support or substitution for

- fuel saving,
 - environment protection,
 - comfort (no noise, no heel),
 - increasing the sphere of activities (oceanic crossing for catamarans),
 - safety (help in case of engine failure).
-

E.mail from new member.

I found your email address on the Bobcat and Catalac web page

The RYA suggested I contact you and ask if there were a preferred insurer that understands catalacs. My insurance company has been terrified by the surveyors pre purchase report on my Catalac 8m, and a gas safe registered engineer who works on canal boats has not been able to suggest any solution that conforms to his standards.

I am thinking of Pantanious

I would be grateful for any suggestions

Regards

Hi Duncan,

The gas rules and regulations have continued to change over the years. What was considered safe ten years ago may no longer conform, the other problem being that each surveyor tends to have his own idea as to what is required to conform to the rules.

I need to know.....

Where are the gas bottles kept and where are the gas taps?

Do you have gas cooker, gas fridge, gas water heater?

I am assuming you have all three.

The problem may well be the surveyors report and not the boat.

The gas safe engineer will want what is termed as adequate ventilation for the older model gas water heaters that were fitted to most boats / caravans of say ten years ago.

Adequate ventilation ie. a foot square hole cut in the side of the boat so the appliance can breathe.

This hole on any boat is obviously unwise.

Two safety items that are easily fitted are gas alarms and bubble testers.

What is the name and sail no of the boat?

I may know it.

I have not seen your surveyors report. If you wish, please either send it me by email or type extracts of the faults as I may be able to help.

My home tel. no is: 01202 773749 give me a ring if you wish to talk.

Peter Gimson

Hello Peter, and thanks for your reply

My Catalac 8 is named INDARTU, and it has had a few other names, Quack Quack of Conyor and Whittham Wanderer
I purchased her from Multihull World in Emsworth and had her transported to Port Edgar in the Forth in Scotland

Please find attached the surveyors report, and I will try to tell the tale of insurance and Gasmen

The insurance company insisted the gas bottles be removed from the vessel pending the work necessary.

I found a gas safe engineer who worked on the black Prince canal boats and asked him to quote for the work. we talked about various options and settled on a plan which I have followed. He had a problem with relocating the gas bottles to the starboard rear locker which houses some of the steering gear and ultimately it was this that meant he was not happy to continue with the project. It would seem that there is no solution that will fully comply with modern regulations

I have relocated the gas bottles from their original location in the cockpit lockers to the starboard rear locker outside the cockpit, the three 4kg(aprox) calor gas bottles are secured there, the paloma water heater is beyond repair and the pipe work connecting it is not connected to the gas supply. I would like to install a combined electric and gas water heater and would use a balanced flue to do this.

I contacted the RYA for advice on gas installations and they felt the insurance company were incorrectly interpreting the guidance; this still leaves me with potentially an uninsured vessel.

Further to these issues my peripheral vision has been affected by a stroke such that I can not drive.

I will be glad to join the association, £20 seems small price for assistance and information

regards
Duncan Sillars

Hi Duncan,

I have not seen Indartu of late it used to sail out of Poole.

Over the years the gas bottles have been stored in different places. On the 8M they used to be stored in a self-draining open top box in the starboard cockpit locker behind the galley bulkhead. To turn the gas on & off there was a trap door in the bulkhead from galley to locker.

I fitted my gas bottles in the starboard rear self-draining locker where the steering gear is. The bottles fitted against the outside hull rather than to the rear. By fitting them there they are both out of sight and will not get wet from water entering the rear locker. I also made a lift out or drop down door to hide them from would be thieves.

The gas is heavier than air so should there be a leak any gas will drain out to sea through the self draining locker.

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I am sure your clever gasman understands this and should the leak be serious and it can't rush out the little drain hole it will still spill overboard through the large slot where the steering arm goes.

I fitted a dual gas alarm and a bubble leak detector. Surveyors love to see any safety features like this and some even insist on them. A gas on/off switch should be fitted near the cooker and it should be fitted under the cooker because with any fire the flame will rise.

The water heater you have does not need a flue provided the hatch in the heads is open when it is lit. A warning notice can be stuck on the heater to remind any one wishing to use hot water. Spares are available for your water heater or second hand ones can be bought off e-bay etc.

Most chandlers sell self draining gas lockers for boats, they are in many cases a complete waste of money and where are you going to fit one, if you fit it into the lockers where your bottles are now according to your surveyor these lockers are not vapor tight to the interior of the boat and, as such, any gas locker fitted inside it will not conform.

All hoses below the water line must have two jubilee clips fitted. This is easy to do.

If I were you, I would consider getting another survey.

The price of a survey is cheap when compared to lots of unnecessary recommendations that your insurance company will insist you complete before they will cover your vessel.

Keep us posted,

Peter G.....

Peter,

I have arranged insurance for Indartu with Yachting24, (please see appendix to this message)

I was refused insurance with Pantaenius but in their email they suggested Yachting24, there is no restriction imposed by them for my visual problems either, other companies insisted upon a person being with me at all times when the boat was moving. I must agree I see their point but I would sooner apply common sense to my circumstances rather than a blanket ban.

It would seem that they place a responsibility on the insured to be sensible, and that seems fair to me.

So thanks for your advice, it did readies me that my goal was not unattainable or off the wall.

I have printed off the mandate and will fill it out today.

Can you help with some suggestions re heating options?

Indartu has a D2 blown air heating entering the starboard side from the engine compartment just above the stairs, leaving the port hull and the forward cabin a bit chilly.

There are so many options with varying degrees of diesel and electrical demands I was wondering what other people had settled on?

My thoughts just now are,

Another D2 in the port hull

A wet D5 pumping water to either radiators or blown air matrix (thinking of the matrix option because radiators take up so much space)

I tend to use to boat pretty much all year round

Thanks for your help so far the best reply I have so far is to sail to somewhere warm. If only!

Regards Duncan Duncan.sillars@sky.com

I AM SURE OTHER OWNERS WILL BE GLAD TO OFFER YOU THEIR ADVICE.

Members please send Duncan your suggestions re his heating Query.

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