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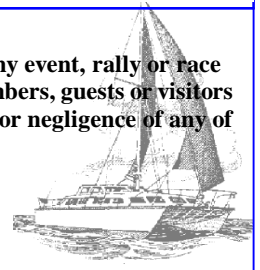
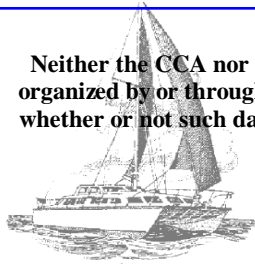
www.bobcatandcatalac.btinternet.co.uk

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 2012

Hi Members,

Forthcoming events in the south coast are included in the minutes of the AGM, I hope many of you will be able to attend.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE CATAMARAN CRUISING ASSOCIATION HELD ON

24TH MARCH 2012 AT 13.30. AT THE SPINNAKER PUBLIC HOUSE, SWANWICK

Present: J. Bretherton, A. Freeman, B. Freeman, P. Gimson, C. Gray, M. Gray, T.Hargreaves, C. McCarthy, M. Smith, S. Stacey, A. Tidmarsh, N. Tidmarsh, J. Waller, M. Waller, C. Wright, R. Wright

1. Commodore's Address

The Commodore thanked everyone for attending and stated that he had circulated his report by email prior to the meeting. Further copies were circulated. His report set out what the Association had done during the past year and outlined the intentions for the coming year. Questions were sought – there were none

2. Minutes of the Last Meeting

The Minutes of the last AGM had also been previously circulated by email. They were proposed as an accurate record by P. Gimson, seconded by S. Stacey. There were no matters arising from the minutes.

3. Apologies for Absence

Apologies had been received from Dagnall and Cathy Clutterbuck

4. Executive action taken since the last AGM

There was none to report

5. Treasurer's Report

The Treasurer's Report was circulated. The accounts had been audited by T. Hargreaves and the Treasurer extended her thanks to him. She drew attention to the closure of the Premier Savings Account. There had been very little interest accruing in this Account. The balance has been transferred to the current account and the funds used to pay off the Association's debts. We had, therefore, moved from being in the 'red' last year to being marginally in the 'black' this year. This was largely due to the reduction in the number of editions of the Newsletter and getting the bulk of the distribution of the Newsletter on to email. Subscriptions for the year were, however, lower and thus membership numbers were decreasing. Questions were sought.

J. Bretherton noted that £25 had been raised last year from raffles. He queried whether we were having a raffle today which was confirmed. The Chairman noted that it had been the intention to have a raffle at every meeting/event but when only a couple of boats participated it had not been possible.

B. Freeman asked why the postage had gone up when the number of Newsletters sent by post had gone down. It was confirmed that the actual increase in the cost of postage had caused this.

M. Smith queried why she was still receiving a Newsletter by post and it was agreed that this would discontinue.

The adoption of the audited accounts was proposed by J. Bretherton and seconded by C. Wright. A vote of thanks was given to the Treasurer.

6. Secretary's Report

The Secretary requested articles for the Newsletter stating that any contribution would be gratefully received. There was a discussion as to whether information articles regarding maintenance/improvements should be repeated and this was agreed.

The Secretary gave notice that this would be his last year as Secretary giving the Association 12 months to find a replacement. A vote of thanks was given to the Secretary.

7. Election of Officers

There being no nominations for either of the posts a general discussion about the appointment of the Officers ensued and the following was agreed:

- a) Commodore – A. Tidmarsh agreed to continue for another year
- b) Secretary – P. Grimson agreed to continue for another year
- c) Treasurer – S. Stacey agreed to continue for another year
- d) Committee Members were agreed as: B. Freeman, J. Waller, M. Waller, M. Smith, T. Linford, C. McCarthy and R. Wright (ex officio)

The question of Officers for the following year as was raised. There was a general discussion about the impact of there being no nominations this year and the Commodore undertook to get

the Committee to give the matter some thought in the coming months in an attempt to avoid this situation re-occurring at the next AGM.

8. Ideas for increasing income and reducing expenditure & Item 9. Ideas for increasing membership

J. Bretherton proposed that we appoint Captains in certain ports to approach catamaran owners to join the Association. The Commodore pointed out that we had already appointed R. Wright to be our regional captain for the West Country and that we would welcome an expansion of this idea. It was agreed that 'Captains' would be appointed as follows:

Chichester Harbour – J. Bretherton

Portsmouth – T. Linford

Ryde Harbour – nomination coming from J. Bretherton

Poole Harbour – A. Tidmarsh

West Country – R. Wright

There was a discussion about the need for a flyer and S. Stacey stated that an invitation to join both the Association and our Events had been designed by J. Linford. This would be amended where necessary and circulated. It was agreed that the 'Captains' would target all classes of catamaran.

It was further agreed that we would renew our entries to PBO to advertise our Association and Events – Action Secretary.

Future Events were agreed as follows:

Bembridge Rally 17th – 20th May – Host TBA

East Head Chichester Rally 24th – 27th May – Host TBA

Windy Gap/Folly Rally – 21st – 24th June - Hosts P.Gimson/S. Stacey

Poole Harbour/Bmth Airshow – 30th Aug – 2nd Sept – Hosts A.Tidmarsh/C. McCarthy

The Commodore asked if there were any other matters that anyone wished to raise. There were none so he thanked everyone for attending once again and closed the meeting at 14:30.

A raffle was then held which raised £36.00.

Many of our new members are now suffering with that age related problem the dreaded droop.

We have dealt with this problem in the past and here are some of the suggested DIY cures from members.

Deckhead lining: We got round the problem of sagging linings and disintegrating foam by screwing hardwood battens through the linings to pick up reinforced deckhead areas. Headroom has improved dramatically and the varnished battens are pleasing to the eye.
Gordon & Morag Lyall. "CL.9.204 CATWEAZLE"

Having experienced a similar problem in our 8 metre "Minou Chaud" we came to a very satisfying solution.

We removed all the old head lining, cut and glued with wall panel adhesive small pieces of 4mm ply wood to the supporting ribs of the roof which left us with a smooth curved surface to work with. It was necessary to fix the ply with the odd screw in order to maintain the curves required. Having covered the whole area of the boat roof, we then stuck carpet to the ply wood with unibond, holding the carpet in place with staples fired through the carpet into the wood. Of course we had to spend hours removing the staples after the glue had set as they would have rusted if left in place.

The end result is that we now have a solid roof that is well insulated and to date has given us nothing but satisfaction.

The carpet cost about £100 and the rest of the materials about £70.

Caution! make sure you have made all the alterations you are likely to want to make to the wiring first as any later alteration will be far more difficult and avoid the use of foam backed carpet or you will be faced with a repeat of the problem you are trying to solve.

Aleck & Chris (Minou Chaud)

Peter,

Thanks for the latest newsletter - the best by far. I particularly like the problem/answer section, and not just because you put my bow piece in. However, you have got my email address (and my name) wrong - you missed out the Y (mblaydes@ntlworld.com). I have had a great response to my request for data on sugar scoops, and Alain Oheix has sent me some good pics of his scoops.

My 9m Catalac - Hi Jude suffered from the same problem (droopy headlining). I investigated this at length. The same material that was used originally is still available, but the foam is now fire retardant and is not expected to last more than 10 years.

Many lining specialists advocate replacing the lining in squares (approx. 2' square), which are individually secured to the ceiling. The main advantage is that if you need to re-secure anything on the deck above (e.g. winches, genoa track etc) then it is easy. The main disadvantage with this method is that it lowers the ceiling, and it is already slightly too low for me (6'2").

I was unwilling to use the vinyl/foam product because of the cost/expected replacement period. I then thought about using carpet. The foam carpet would probably suffer from the same problem as the existing headlining, however, there is a new (relatively) carpet, which is felt backed. I thought this might be suitable and it is also pretty cheap for a lightweight carpet. I then looked at glue. A specialist warned me that most glues used by the lining companies are fine in this climate, but would start to melt if the boat was taken further south. They recommended that the best glue would be that used in the car trade. I then managed to twist the arm of my friendly carpet fitter and his mate to agree to do it. I decided to remove the old lining and the residual glue myself - this is a very messy job, best done with the inside of the boat totally cleared of everything else. I really recommend the dyson for this task! I then (with a lot of help from my son!!) removed the old glue back to clean fibreglass. You can get a flap wheel designed for this from the headlining people, but I used a brass cup wire brush mounted in a small angle grinder - but it must be brass, and the grinder should be running at a slower speed than single speed grinders can otherwise it is very easy to grind down the fibreglass - word of caution wear full overalls and dust mask/glasses. You are then ready to let the fitters do their thing, again it is easier if you remove the windows completely - it also lets you reseal them again afterwards!

To make the task possible, the main saloon headlining should be done in four sections, with a piece of wood used to cover the joins (fore and aft). I made the task much simpler by taking the old headlining out carefully and using that as a template for the cuts

Apart from the minor problem of the car glue being so strong that it softened the bond between the felt and the carpet itself, this job went very well. The cost of the carpet was less than the glue and about the same as that charged for the fitting. I also purchased new screws for the windows of the next size up to make certain that I had a good fixing - this entailed some small amount of drilling, and a lot of screw cutting as I could not get the right length at the time.

The end result is excellent and at a major saving over that quoted by headlining specialists. It is a better insulator, looks better, and should last for a very long time.

Mark Blaydes



We have owned Sea Spirits for some 4 years now and when we purchased her the headlining in the saloon was very droopy. Not wishing to go to the time and expense of replacing the headlining we decided to try and re-fix it.

I came up with the idea that since it was only hanging down across the middle and seemed fairly well stuck at the outboard edges we could fit battens across the span of the saloon, running athwartships. If we did this in two halves - from the center-line to port and to starboard - it would keep the length of the battens more manageable.

We used softwood battens of a flat 'D' section, suitably painted, but I have since found a local plastic extrusion supplier who sells material of the same section but in expanded UPVC. Much lighter, more durable and easier to work. Once the battens were prepared it was then just a matter of holding them against the outboard edge of the saloon, forcing them up hard against the headlining, marking off the centerline of the saloon on the batten, cutting it to length and fixing it in place. This we did by feeling across the headlining until we found a longitudinal stiffener in the cabin top and then fixing the batten into place with 12mm stainless self tappers. In total we put up 3 battens across the full width of the saloon plus short sections around the edges in a number of places. It took my brother-in-law and I one afternoon to complete and 4 years on it still looks as good as the day we stood back and admired the finished product.

By all means pass my e-mail address onto others if they request it. We will gladly offer any assistance we can. Keep up the excellent work, cheers,

Subject: catalac oil pipes.

Hi Peter. You mentioned in a previous email that you knew where to get plastic pipes to replace the rusty ones which lurk underneath yanmars.

I've just spent a hellish day on Norma Ann replacing my 3 year old genuine Yanmar oil pipes which both had holes in and had sprayed the whole compartment with sump oil. (I was out on a charter at the time, and outwardly calmly carried on - 2 engines are so useful!) I used stainless steel which I had previously had made up as spares, but even these may corrode in the hot salt water from my leaky water pumps. Can you tell me where to get the plastic ones, or what is their spec please.

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Interestingly, one of the yanmar pipes, the short one, appears to be made of bronze, whereas the long one is steel. They both have pin holes in, so getting bronze made up, as suggested by some workshops when I enquired, won't help it seems. Anyone know how to stop the water pumps leaking every few years? or maybe at least diverting the drips away from the engine? I suspect that the wear and leaks are due to the silty water on the east coast grinding down the pump shaft where the water seal rubs against it. Do south coast yanmars suffer as much?

Replacing the pipes is bad enough if all goes well, but one of the union bolts was seized and took me 2 hours to free, gradually taking off more bits to get a better purchase on it. In future I will not over tighten them.

I just read the latest newsletter. It's very interesting to hear people's tips and opinions regarding anchors, I bought a Vetus alloy anchor of the recommended size for a catalac as a kedge and picnic anchor, mainly to use when fishing to avoid hauling up the KLI when offshore. It is completely useless as it will not dig in despite having 2 fathoms of chain. If you drag it across a sandy beach by hand, it just bounces along. I wrapped 8 lbs of lead sheet around the stock and it still won't work. The only problem is I'm too honest to sell it or even give it away to some poor soul who might rely on it.

The 22lb original KLI is the best anchor I've ever used. Much better than a genuine CQR.

Keep up the good work. Regards. Terry Secretan. "secret charters".

Thanks for the info on anchor. The Yanmar metal oil pipes do suffer from corrosion and yes I did replace the pipes with Plastic and to my knowledge they have not given any trouble for the last 5 years. (The mod is one I found successful however the risk is yours.) I took the old pipes to a firm that deal in high-pressure pipe and fittings ie. brake pipes and hydraulic pipe for earth moving equipment etc.. Look in your local yellow pages for similar. The oil pressure from Yanmar diesel is at most 100 psi. The pipe I used was good for 2000 lbs. Quite a safety margin. The cost was half the price of the Yanmar replacements. Owners who have cured the droop... can they now cure the drip. ED.

Some of the other mods we have featured.

Should members be interested we have other members mods ie battery management, solar panels, anchors and anchor winches, dog house window replacement and replacing rubbing streak. One job that should be done when replacing headlining is boat Window overhaul and replacement. The boat windows are expensive to replace, however, Aleck Tidmarsh has contacted a firm that are supplying him with new window frames and seals. He is keeping and using the original glass therefore making a considerable saving on the quotes supplied by other manufacturers.

If any member has a mod he is pleased with please let us know so we can share it with others.

Last month we read an update on the progress of "Whiskers" and "In Tune"

" TUNING IN " Episode 8.....Update

After exploring the Balearics, Sardinia and Corsica, Allan began to feel extremely tired and his abdomen filled up with fluid. So we decided to fly home to Oz a month earlier than we'd planned. We sailed down to Jasmine Hammamet in Tunisia & left Whiskers there. Today is a great day because Allan had the last test this morning & they've found that Allan's heart, lungs, bones etc etc are in fine shape and so he can go on the transplant list for a new liver. A transplant is his only hope of surviving for any length of time. Our local transplant hospital is evidently very well respected worldwide and our particular doctor has an

excellent reputation. Although it will take time, we're assured that it is a very real possibility and that most people survive to enjoy a healthy life. Out of the 12 people that our initial liver spec has sent to the transplant team, 11 have survived. So now we have to settle down to wait until Allan's health deteriorates to a point where he urgently needs a transplant - not a happy prospect but infinitely better than the alternative! When we reached Oz Allan had 20 litres of fluid drained from his abdomen and has continued to need 10 litres drained every 2 weeks.

Our daughter has been amazing and has happily put up with the "olds" bunking at her place since August. Now we have a clearer picture of our future we might be able to make some plans. The first thing we might do is to buy a little villa near the Central Coast or the south of Lake Macquarie which is our old sailing area.

We didn't know what to do about Whiskers but we finally decided that we'd like her to be in Oz no matter what happened with Allan's health. We looked into transporting her via a ship but the cost was prohibitive. Luckily for us, fate was set to intervene!! In Portimao we made some new friends, Jackie & Graham. I had continued to notice them on Skype and we talked fairly regularly. Jackie loves computers just like me! They had been unlucky and had lost their new mast in a blow. Their insurers wouldn't pay up because they said the design was faulty and the designer of course did not agree. Anyway they were facing a 12 month battle through the courts to get their money back so they could replace their mast. They had opted out of the rat race years ago after a health scare & money is tight. I jokingly said that if they were bored they could sail Whiskers back to Oz & amazingly that exactly what's happening. We didn't know but they actually used to do deliveries for a few years but nothing as big as this trip. Also Graham had always dreamed of sailing into Sydney Harbour. We had been very impressed with their knowledge & attitude towards sailing & their boat & we feel very confident that she is in great hands. What an amazing coincidence!!

We're really quite happy to leave the Med given all the trouble that's brewing over there & the resentment that many have towards those they perceive to be fortunate than themselves - would they really like to swap with us!! Anyway we never were that much of tourists but Lucy really loves it, so we were keeping them company as much as anything. It was a wonderful adventure & we count ourselves fortunate to have had such a rich experience even if it was cut short. The up side is we're seeing lots of our grandchildren & they are a great joy.

All the best, Coralie & Allan >>>

Hi,

I'm forwarding an email we just received from our friends who are sailing our boat back to Oz. I thought you might find it interesting. I am green with envy & determined to get there somehow in a boat! Hope my brother & sister-in-law need help when they sail back to Oz!!!!

My new email address is courtesy of a charming French family. They were traveling on a ferry with us from Les Minimies to La Rochelle and the father was trying to take the children's photo. The children were gorgeous, giggling "ouistiti", until they were in fits of laughter. I found out later that where we say "monkeys" for photo smiles, they say "oiustiti" which is a marmoset in French. I think of it as smiles afloat, which is pretty appropriate especially now!

- Date: Wed, 11 Apr 2012 19:05:46 -0500
- > Subject: Galapagos
- >
- > Hi Guys
- >
- > We have arrived at San Cristobal, Galapagos., We got in at around 4.30pm local time (GMT -6) on Tuesday 10th having motored nearly all the way form Panama.
- >
- > It's an interesting place. Here in Wreck Bay there is quite a big town. I'm not quite sure what I was expecting to find but not that!

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- >
- > The wildlife is amazing. We haven't even moved from Wreck Bay yet and we have seen pelicans, turnstones, seals and sea lions. The seals and sea lions are here in there thousands. They are everywhere.
- >
- > We were having a beer in town last night and a sea lion waddled by on the pavement outside the bar!
- >
- > They are very inquisitive and when we first arrived, another catamaran, Aussies of course, said we needed to put obstacles in the way so that they couldn't climb on the transoms.
- > So. We put fenders on both transoms so that they couldn't climb up the steps. We hadn't counted on their ingenuity though because that didn't stop the little buggers. In the middle of the night Graham got up to investigate a strange noise and found a sea lion asleep and snoring on the cockpit table.
- >
- > He, or she, had come up the steps of the starboard transom waddled across our cabin, knocked the hatch closed, gone across the helm position, down the steps, up onto the cockpit seat and then up on to the table.
- >
- > When he spotted us he just stretched, sat up, and then waddled around the cockpit seats until he found his way back out and jumped off the back of the boat. About an hour later there were 4 seals asleep on the starboard transom.
- >
- > Today's job has been to make it even harder for the little devils to get aboard.



Hope all's well with you.

Love Jackie & Graham.

Hi Peter,

I am sadly putting Sea Spirits, my Catalac 8m up for sale as Ana and I are moving to Australia early next year and Ana has ruled out us sailing there :-)

I wonder if you would be kind enough to pass on this email to anyone that you know might be looking for an 8m.

many thanks,

Simon Young

syoung44@ntlworld.com

Catalac 8m for sale £21,000

We have owned Sea Spirits for the last 4 years and have sailed her extensively on the East Coast of the UK as well as two trips to Holland and the Frisian Islands, three trips to France and to the Channel Islands. She is an exceptionally comfortable, safe and stable sailing boat, we. The previous owner commissioned a survey in December 2006 which valued her at £25,000 and reported:

“This particular craft was found to be in excellent condition with nothing found to be in need of attention. And “ the craft represents a very good example of its type and must be one of the best of its class’

We are selling her reluctantly due to a planned emigration to Australia.

Sea Spirits has a very sheltered timber staging mud mooring at Tollesbury Saltings, on the Blackwater estuary <http://www.tsl-online.co.uk/>, about 50 miles east of London. The mooring has shore power and water, and Sea Spirits floats for about an hour and a half either side of the high tide. Mooring fees are about £80 per month and there is a friendly community and sailing club there.

Since owning her we have carried out the following work:

Replaced and rewired the fuse panels (and labelled every wire!) 2009

Replaced steering cables – 2010

Replaced standing rigging – 2010

Fitted new domestic batteries – 2010

Fitted new Genoa roller reefing gear - 2010

INVENTORY

Navigation equipment.

Navman 5600e chart plotter (with charts from Iceland to Gibraltar)

Compass

NASA AIS Radar (new 2010)

NASA Navtex receiver

Auxiliary hand held compass

Silva DSC/VHF radio (2007)

Backup Apelco VHF

LaCrosse weather Forecast Centre (new 2010)

Stowe Dataline log, speed and depth

Stowe Dataline wind speed and direction

LED Mast tricolour

LED port and starboard navigation light

LED steaming lights



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Safety Gear.

McMurdo Smartfind 406Mhz GPS EPIRB (New 2010)

3 life jackets

3 manual fire extinguishers

Manual bilge pump

2 MOB rescue rings

2 x Anchorballs

Radar reflector

Deck Gear

Stainless steel pulpit

25Lb Danforth bower anchor.

Spare anchor

Fold down wheel shelter

All round cockpit cushions

Boarding ladder

Wheel steering

Whisker pole

2 sheet winches

1 halyard winch

Inflatable dinghy in davits

Yamaha 2hp outboard (new 2009 less than 5 hours use)

Outboard bracket on pushpit

Spare anchor

VS stainless steel anchor windlass (new 2005 – not connected last 4 years)

Selection of mooring warps and fenders

Boat hook

60ah starter battery

Construction.

Built in 1978. GRP construction with white topsides and off white superstructure, large aft cockpit, mastheads Bermudan sloop, catamaran with 5 berths in two cabins including a large double cabin. Standing headroom in both hulls and sitting headroom between hulls.

Sails

In-mast furling mainsail (new 1998).

Genoa roller reefing system by Sailspar (<http://www.sailspar.co.uk/>) (New 2010)

No 1 Genoa (new 2000)

Large genoa (new 2009)

Engine

Yamaha 9.94 stroke long shaft outboard (2001) serviced annually. New impeller 2011.

10 gallon plastic fuel tank

Domestic Equipment.

240v shore power with RCD circuits

Catalytic gas heater and electric fan heater

5watt solar panel and Solara regulator

2 x 23 kg gas bottles

Optimus Gas cooker with 2 burners, grill and oven

2 x 110ah house batteries (new 2010)

12v refrigerator

2 x LED MR16 spotlights in master cabin

4 x LED MR16 spotlights saloon

Water to sink is electrically pumped from 2 x 30 gallon stainless steel tanks

Separate heads with Jabsco toilet – (new pump mechanism 2010), sink and hand shower

PAR accumulator tank pumping fresh water to heads

Blue curtains and matching carpet (new 2011)

Good quality double mattress

Complete selection of pots, pans, plates and cutlery

