

YOSC

The **NEWSLETTER**
April 2018

Yateley Offshore Sailing Club



**Commodore
Ian Booker's
Introduction**

After many months of limited sailing opportunities the sailing season is nearly upon us. April has been programmed for two rallies.

1. The traditional "Fitting Out Supper" will take place on Saturday 14th April to East Cowes Marina with the evening meal at the Lifeboat. The Lifeboat is located within the marina complex and often provides live music on Saturdays. Brian Pickles has kindly volunteered to organise the detail of this rally. This initial rally will be quickly followed.

2. A mid-week sail to Yarmouth on Wednesday 25th April. The Club has reserved part of the long Harold Hayles pontoon which is located on the western side of the main harbour complex, just below the road bridge. This means that all YOSC yachts will be able to be moored/rafted together. Wednesday evening dinner has been booked at the delightful setting of the Royal Solent Yacht Club which has glorious first floor views of the Western Solent looking across to Lymington. Jim Fayers will be organising this one.

Mention also needs to be made of the third rally of the year, on 5th May. The May Bank Holiday rally will be to Island Harbour, Medina River, on the Isle of Wight. The rally will include the traditional fun events on Sunday 6th May involving the blind rowing competition and the scrap heap model yacht race "The Graham France Challenge".

The intention will be for yachts to arrive just before HW on Saturday 5th May (mid-afternoon). The Saturday evening meal is in the marina-based Breeze Restaurant. Sunday morning is at your leisure with possibly a walk along the banks of the Medina River to Newport. On Sunday afternoon there will be the marina based fun events of blind rowing and scrap heap model yacht construction together with a culminating race. This will be followed by an evening waterside BBQ using the marina's outdoor facilities.

Monday 7th will also provide time for some additional leisure activities with yachts departing to home ports during the afternoon. If you would

www.yosc.org.uk for this Newsletter in colour, from our webmaster, John Weale

Meetings: 1st Mondays at 8pm, all other Mondays flexible c. 8pm, at Sandhurst Social Club, Wellington Road.

like to attend please register your interest as it will greatly help with the general arrangements. The Club has now completed our initial 2018 RYA First Aid course which was successfully taken by 9 members. As noted from my a recent “all members” notice the Club is seeking levels of interest with the view of running a second RYA First Aid course during the spring. As things stand at the time of writing this introduction we need a few more members wanting to take part to make the course viable. If you have not already registered your interest it would be greatly appreciated if you could let me know. A reminder that the RYA certificates are generally recognised to only last for 3 years. All those taking the course will now be issued with the new RYA First Aid handbook. The handbook is extremely good value for money and, unlike previous editions, it now contains many first aid matters that apply specifically to on-water situations. The handbook, for ease of reference at sea, has reasonably waterproof pages.

A little further ahead Jim Fayers and I are looking at potential ports of call for the summer cruise (23rd June to 8th July). As previously advertised it is intended to visit the Normandy ports. Early days as regards planning but the initial port to be visited following the Cross Channel Sail is likely to be St Vaast-la-Houge. Other ports of call could include Ouistreham, a canal visit to Caen, Honfleur and Le Havre and if tides and time permit maybe Carentan and Fecamp. If we get as far east as Fecamp it could well be that for shorthanded crews the return cross Channel sail will be to Brighton prior to returning to home ports. Again if you are thinking of taking part please register an early interest as any particular desires that you may have can be “put in the pot” for consideration. I very much hope the weather for the next few months shows an improvement on that experienced recently.

Ian Booker

Changes to your membership details

Please be sure to keep the Membership Secretary, Ian Skinner, aware of all changes to personal postal and email addresses, telephone numbers and boat details as they occur so that we do not lose contact with you.

Tech entrepreneur Richard Hadida is new owner of Oyster Yachts

- [Katy Stickland](#)
- 20.03.2018

Richard Hadida has announced the purchase of Oyster Yachts and all of its subsidiaries after the luxury boat builder went under in February



Gaming software entrepreneur, Richard Hadida is the new owner of Oyster Yachts.

The British luxury yacht builder stopped production in February with the loss of some 380 employees at its UK sites at Southampton and Wroxham in Norfolk after the Dutch private equity firm, HTP Investments, announced it would no longer continue to financially support the company. Hadida is now forming a management team, led by Oyster stalwart Paul Adamson, who captained Eddie Jordan's Oyster 885, LUSH in the Oyster World Rally in 2014. Kim Stubbs, who was responsible for turning around the fortunes of Sunseeker, has also been brought in.

"It is going to be difficult, but with common sense and creativity we can turn this business around," stressed Hadida, who is the founder and creative directive of Evolution Gaming.

"Oyster is the Bentley of the Sea, a great British brand, and it will remain so," he added.

Hadida, who regularly sails on LUSH, told Yachting Monthly he has used his own personal fortune to buy Oyster and all of its subsidiaries, including Oyster Palma and Oyster Newport in the USA.

"Every part of the business, including brokerage and chartering, I plan to bring back to life," he noted. "I am not looking to flip it, there is no exit planning, I am in it for the long run, it will be a lifetime business."

His first priority will be on the 26 customers whose Oysters were in build when the company closed its doors.

"We are hoping to start employing people as of tomorrow. At the moment, we have boats in every stage of build from the mould to almost complete and we need to get people on these boats and building them fast. I want to get those yard doors open and start building boats again," stressed Hadida.

Adamson added that the 26 customers with Oysters in build will get exactly what they ordered.

"Oyster owners five weeks ago were left high and dry. These 26 owners are our first priority which is to give them the Oyster they ordered so they don't end up with a hybrid and they will have full warranty for what they ordered."

Hadida believes it will take a few years to "get everything back on track".

Part of this process will include looking at the manufacturing process to make it as efficient as possible so margins are maintained while still retaining the build quality which Oysters are known for.

"If the margins are not there, the boat will not be built," he stressed. With 40% of Oysters being sold to existing owners, Hadida believes there are also opportunities for smaller Oysters built with the same fundamental quality "so people can join the Oyster family earlier".

Last week, it was announced that the original owner of Oyster, Richard Matthews, along with the boat builder's former after sales manager, Sarah Harmer, and former quality manager, Will Taylor-Jones had formed the Ipswich-based Fox's Yacht Services to provide a complete after sales support service to the owners of Oyster yachts regardless of their size, age or location.

Paul Adamson said they would be happy to work alongside anyone interested in collaborating, but stressed that Hadida owned the brand and the intellectual property of the technical drawings and moulds across the Oyster range.

Hadida also confirmed that the Polina Star III incident was now firmly in the firm's past, and stressed a repeat "would never happen."

In 2015, Oyster was forced to review the design and construction of its Oyster 825 after the second boat off the production line, Polina Star III, lost her keel and sank off the coast of Spain.

Oyster later went on the record to say the construction and design of the 825 took into account Classification Society Rules and other standards, and that its inspection of other 825s (not including Polina Star III) highlighted a possible weakness in the process used to build the inner structures of these vessels.

BRINGING 'FLIGHTLINE' HOME

(Part 3, continued from March issue)

11th July 2017

We slipped early to make our way to Mâcon, staying there just one night. We are trying to make passage while weather and all other conditions are good as we still have a lot of France to go through, at slow speed.

12th July 2017

We are on our way again bound for Chalon-sur-Saône, stopping overnight at L'Épervière, at an ancient lock "the Barrage de Gigny" which had been turned into a very small mooring but with electricity and water available.

13th to 15th July 2017

We left early for Chalon-sur-Saône, where we berthed for three nights to take in the celebrations of Bastille Day (14th July). Chalon is a beautiful ancient town. Here we met up again with Don and Marjorie Walker and invited them on board to reciprocate their previous hospitality. We also met up with the Americans we had met previously in Avignon.

The firework display on Bastille Day was spectacular, viewed from the back of Flightline. All movements on the river were stopped for this special day for France.

16th July 2017

We left Chalon suitably refreshed with all jobs on boat, laundry etc. done and up to date. We joined the canal system with the Canal du Centre so are now down to very low speeds – 6 km per hour. This part of the voyage is totally different from our trip across the Med where we were doing around 18 knots and burning up fuel accordingly!

Now our going is very sedate, with very slow speeds along the canal. However it is much more interesting than the Rhône which although pretty, was very wide and not much of interest to see as you wended your way along it.

We had intended to make for Saint-Léger-sur-Dheune, but at the fourth lock the port engine started to overheat with low oil pressure, subsequently found to be the result of a blocked filter. The engine continued to overheat after the filter had been cleared, so we decided to continue to Chagny on one engine and try to get some help. The capitainerie offered to see if he could find some help.

17th July 2017

The capitainerie arrived first thing in the morning to say that he had found a marine engineer in Chagny and would come within 30 minutes. Sure enough the engineer arrived and changed the impeller which had broken up. However the port seacock could not be fully closed so the impeller had to be changed with an open seacock which was very difficult with water pouring into the boat. He managed to change the impeller which we hoped would be the solution to the overheating.

On our way again, with the weather good but extremely hot still. As we have to go under many low bridges (3.5 metres air height) we have to keep the top down so are exposed to the hot sun all day. The suntan is increasing! Saint-Léger-sur-Dheune was a pleasant mooring and a base for Locaboat. With a supermarket just 5 minutes' walk away and a boulangerie even nearer we were well-stocked up once again.

18th July 2017

Today was a long and tiring day, passing through 19 locks, up-hill. After five hours we had only covered 8 miles! The locks are automatic and some fairly deep. Going uphill is more difficult than going downhill as you have to get a rope around a bollard on side of the lock, either by throwing it up several feet or with the boathook. Then you have to manoeuvre the boat to reach a blue rope, attached to the switching device, which when pulled starts the process of closing the lock gates, and filling the lock. In the very deep locks there are floating bollards which makes life easier as they run up a channel in the lock wall and travel up with the boat.

We have now traveled through a total of 51 locks and are at the top of the chain, having risen to around 1,000 feet. From here we start to go downhill with 130 locks to go before we reach Rouen on the Seine, though the downhill locks are easier to pass through.

Unfortunately, our port engine started to overheat once again and had to be turned off. Although Flightline can travel along the canals perfectly well on one engine, it makes steering extremely difficult as it has contra rotating props, so with one engine it always wants to turn in the same direction.

The French waterways company VNF, although quite helpful sometimes, can also be very frustrating, making various promises which are not fulfilled. We were told to moor up at Montchanin and wait for another VNF chap to come to see us who would help us find someone to once again have a look at the overheating engine. Nobody came so we decided to move on and try to get through 7 more locks to a bigger town where help may be available. However on arrival at the first lock, just around the corner from Montchanin, we found the lock closed so had to return to the mooring for the night. Two men in a small boatyard nearby gave us the name and number of an Englishman, Jeff Renel, who was a marine engineer! We phoned Jeff and within 30 minutes he was with us to investigate the problem. He promised to come back to us at 07.30 tomorrow.

19th July 2017

Jeff arrived at 07.30 and started work on the engine. We were so lucky to have found an Englishman and more than that a chap who had vast experience, being the owner of tugs, barges etc. etc. and who had worked all over the world. At one stage he had worked with Médecins Sans Frontières as a volunteer. However, although interesting stories ensued, it became obvious he was rather garrulous to the extreme and he took 6 hours as opposed to probably 2 hours to hopefully fix our problem.

He managed to move the port seacock but confirmed that it could not be fully closed, so the problem still remains. However he was able to look at the newly fitted impeller and confirm that it was OK. We were thankful for his help and took his contact details, just in case we had further problems in the future whilst in France. The difficulty is that there are very few boatyards in this part of France where it is possible to have the boat lifted out of the water for repairs below the waterline. Anyway on we go.

Hoping to moor at Blanzay for the night, all moorings were filled so we went on to Montceau-les-Mines, where we were able to moor for the night. The pontoons were a bit “whoppy” so getting off the boat on to them was a little wobbly, but we made it and were grateful to moor up just before the heavens opened and another thunder storm came upon us. Thankfully the duck-tape on the perspex held and so we went off in search of a hostelry for sustenance and suitable liquid refreshment!!

We found the restaurant “Le Bis” just a couple of hundred yards from the Halte Nautique where we were moored. We had an excellent meal of Charolais beef accompanied by a superb bottle of Mercurey Premier Cru. Well here we are in Burgundy so you just have to have good wine!! The proprietor joined us after the meal with a complimentary glass of port. The heavens opened once again but we made it back to the boat without getting too wet.

20th July 2017

Off again at 09.00 and were joined in the first lock by a New Zealand couple who we had already met some days previously. They accompanied us down several locks and stopped for lunch, but we carried on to lock number 18 “Océan”. Unfortunately we were held up for around an hour, as the lock here and all the ones thereafter were set for boats going upstream. Eventually the éclusier (lock-keeper) in charge of this flight of locks arrived and helped us on our way.

We were very tired by the end of the afternoon having worked through 14 locks and covering 19 miles, which although not much was almost twice the distance we have managed in the past four days, due to various delays. Fifty miles at sea takes 3 hours – fifty miles in the canals takes 5 days!! The problem with the overheating engine is probably caused by weed collecting in the filter, so frequent checking is vital. Today we have had no real further problems, and Robert is checking the filters twice a day. With storm clouds brewing we chose to moor up for the night at Paray-le-Monial, which is the most southerly part of the Canal du Centre. It has been a bit frustrating traveling south/west on this canal to this point from Chalon-sur-Saône. The only other route we could have taken would have been the Canal latéral à la Marne as the other canals heading north have low bridges or tunnels which could have presented problems for Flightline.

Paray-le-Monial is a popular destination for Christian pilgrims, being the place, as we read, where the “sacred heart was revealed to the young Marguerite Alacoque in the 17th century”. A huge Christian gathering was taking place with several massive marquees the evening we were moored there.

21st July 2017

Today was an easy day traveling from Paray-le-Monial to Digoin in just a couple of hours, passing through three locks and arriving before lunch allowing time for domestic chores (washing, ironing, shopping, etc.) in the afternoon with a forecast of rain. As the supermarket was some distance away we cycled to it, a rather tatty Aldi, only to discover that had we gone another 100 metres we would have come to the proper supermarket with everything we needed. A second visit on bike was made by Robert even though it was raining.

22nd July 2017

We left in plenty of time to be first at the first lock at 9.00am, only to find a slow barge we had passed the previous day pulling out in front of us, obviously having the same idea. The barge stopped just before the end of a 200 meter aqueduct instead of moving into the lock holding area whilst the lock was being filled and prepared for us, which made maneuvering our boat very difficult in a narrow waterway with only a

meter to spare on either side of us. Fortunately we were both able to get in the lock, and after exiting they agreed to allow us to pass. Hopefully we would make the next lock well in front of them and not have to wait, only to find we came up on another barge, which we again managed to pass just before the next lock going in first.

This lockkeeper indicated that he wanted us to stay together as a group for the next set of locks, which would of course slow us up. When we arrived at the next lock the barge was nowhere in sight and we explained to this lockkeeper that he was very slow. Although he waited a little while, he started to close the lock just as the barge came round the bend, but by then it was too late and we were in on our own.

Whilst going down in the lock the previous lockkeeper came charging up and started to have a go at us and the other lockkeeper – he was not a happy bunny. Robert just smiled sweetly, said he hadn't understood the instruction properly and thanked him for his assistance. This seemed to annoy him even further. He threatened to stop us at the next lock. However he must have had second thoughts as we had no problems further on.

After another long hot, tiring day in full sun all day and working through 11 locks, we arrived at the lovely halt of Gannay-sur-Loire with electricity and water, where we decided to stay for the night. Nobody came to collect any money so we had a free night, which is always welcome. We have now been through 88 locks (almost half) and are now down to 657 feet above sea level.

23rd July 2017

Today we passed through 4 locks along with another French boat, with all the lockkeepers being very helpful and friendly. Robert helps the lock-keepers by opening the gates on one side which always goes down well with them. We arrived at Decize, which we have renamed "Deceased" as it was practically deserted.

As the town seemed to be closed we ate at the Port de Plaisance restaurant, which turned out to be exceptionally good with one of the best meals we have had so far in France, and reasonably priced as well. We shared the starter of escargot in garlic butter and followed this with excellent pork ribs, frites and vegetables. Together of course with a good bottle of Côtes du Rhône!

24th July 2017

Waiting for rain clouds to decide which way they were going, we spent the morning profitably – Robert walking to supermarket and Julie cleaning the boat. After a brief shower, the cumulo-nimbus clouds seemed to leave us so when the locks were reopened after lunchtime we set off in the direction of Nevers. The lock leading out of the port de Plaisance of Decize, although an automatic lock it also seemed to have a lunch hour, and was switched off 12.00 -13.00 hrs!

Rain clouds came and went without depositing their water on us and in between was fierce sun, but we were able to keep the hood and arch down on Flightline to pass under more bridges and managing to go through four more locks before the sky which was looking ominous again began to threaten showers. The waterways book we are using for this stretch of canals is over 8 years old, left over from when Julie was last here, so some of the information regarding facilities at mooring points is not up to date. We moored up at a lovely little spot – Fleury-sur-Loire - where we had a nice surprise and found electricity and water had been installed, so as the weather was becoming more unsettled we moored up for the night.

The book said there was an épicerie and boulangerie plus a restaurant in the village so we went to explore but after ten minutes we had walked the length and breadth of

the village, saw not a soul, and the so-called restaurant was a small wooden hut by the river with adjoining marquee. However we did find a boulangerie. Truly a one-horse town as there was actually a horse and her foal in a field. When Robert went up to stroke the horse she tried to bite him, no doubt protecting her foal, but he just managed to avoid her teeth!

25th July 2017

Leaving Fleury-sur-Loire we made good progress during the day passing through six locks and stopped for the night at Marseilles-lès-Aubigny, where once again we had a good pontoon mooring with electricity and water. The French have some strange arrangements at their moorings. In order to take advantage of the water supply we would have had to collect a special key from the boulangerie across the canal.

A kind Dutchman gave us his key after saying it didn't work on his pontoon. However, once Robert had established how the key worked we returned it to the Dutchman and he was very happy to be able to top up his water. The Capitainerie was closed for the day so we had another night's free mooring!

26th July 2017

Leaving at 09.00 we were the first boat to pass through the double lock this morning, both of which were operated by the same lock-keeper. Unfortunately in the locks were large quantities of disgusting brown foam which adhered to our fenders and sides of the boat.

Again the dry weather favoured us and we passed through 9 more locks, stopping at Ménérol-sous-Sancerre for the night. Conveniently moored across the road from a bar-restaurant we reserved a table for the evening and took a walk up to the top of the village to visit the local vineyard run by the Gittons family,- father, son and daughter-in-law, who was Australian, from Brisbane and amazingly knowledgeable with regard to the various wines.

It proved to be a very good idea as we were able to taste several different Sancerre wines. A spittoon was provided for us to use in between tastings, but we both felt that this was such a waste, that we just swallowed the wine! The daughter-in-law, Denise, explained that some grapes were grown on chalky soil and others on flinty soil, giving entirely different results.



We came away having bought 48 bottles of different types of Sancerre and Pouilly-Fumé, most of which are for laying down when at home. As a gesture of goodwill they gave us three extra bottles of good wine, one of which was a 1999 champagne. We walked back to the boat in a zigzag fashion after so many tastings, and our wines were delivered to the boat just after we arrived back.

Our dinner in the restaurant was excellent. As so often is the case in France, it was a very unassuming local bar/restaurant, but the food and wine were excellent quality. On a table next to us were a father and son, French of course, and the father who turned out to be 93 years old, had a real twinkle in his eyes and, with a beaming smile, winked at Julie!

They apparently live here part of the year and in Paris at other times, so were intrigued to hear about our journey and pleased that we intended to have a few days in “gay Paris”, where weather permitting we hope to be in a week’s time. We shall be glad to leave the canal network as it is very slow going and without good facilities except electricity (if you’re lucky) and water supply. We will have to wait till we arrive in the Paris Arsenal marina before we have the use of laundry facilities again.

(To be continued next month)

QUEEN'S HARBOUR MASTER PORTSMOUTH GILKICKER LIGHT UNLIT

NAVWARN No 17/18

1. Due to a long term defect, Gilkicker Light has been permanently extinguished in its current charted position. This light is due to be re-positioned on a pile close to Gilkicker Point in due course. The new position will be published by NAVWARN and chart correction when established.
2. The following Portsmouth NAVWARNs remain in force: 80/17, 79/17, 75/17, 33/17, 27/14, 57/12, 52/11, 40/11 & 10/04.
3. NAVWARN 55/16 is hereby cancelled.

Fitting Out Supper at East Cowes

We need to confirm the number of members who will be sitting down for dinner at the Lifeboat Pub on Saturday night. So will skippers who plan to attend the Fitting Out Supper but have not completed the Event Form please visit the YOSC web site and submit a completed event form before Friday 6th April.

Brian Pickles

YOSC Programmes 2017/2018

Social Programme 2018

All meetings start at 8pm at Sandhurst Social Club unless noted otherwise

Mon 9 Apr	Sail Setting a talk by Chris Wright YOSC
Mon 14 May	Major Paul Whittle Alaska Adventure
Mon 4 June	Donal McDonnell Lest We Forget
Mon 16 July	David Munks, RNLI, Yacht Safety
Mon 6 Aug	BBQ at the Blackwater Valley Golf Centre
Mon 3 Sept	Tim Ferrers, Hampshire and IOW Wildlife Trust Secrets of the Solent
Mon 1 Oct	TBA
Mon 5 Nov	YOSC AGM at the SSC
Mon 3 Dec	Christmas Party

Sailing Programme 2018

Date	HW Portsmouth	Event	Organiser
April 14	11:12 4.3	Fitting out supper at “The Lifeboat”, East Cowes	Brian Pickles
April 25 Wednesday	08:16 4.0	Midweek to Yarmouth, Harold Hayles Pontoon, dinner at Royal Solent Yacht Club	Jim Fayers
May 5 to 7	15:37 4.2	Island Harbour Rally with games, blind rowing, Graham France Challenge with dinner at the “Breeze” and a BBQ on Sunday.	Ian Booker
May 19	15:30 4.7	Littlehampton Rally with dinner at the “Arun View”	Ian Skinner
May 30-31 st	09:56 4.2	Mid-Week to Bembridge, Duver Pontoon with dinner at Brading Haven YC	Nick Judd
June 9	09.01 4.0	Lymington Rally to Dan Bran Pontoon with dinner at Lymington Town SC.	Graham Spence
June 23 to July 8	08:24 4.0	Summer Cruise (Normandy)	Ian Booker & Jim Fayers
July 18 Wednesday	16:27 4.6	Midweek to Folly Inn, berths at the Inn pontoon to the fortunate/early boats, others can berth in the centre of the Medina River taking ferry or dinghy to shore.	Jim Fayers
July 28	12:47 4.4	Newtown Creek Rally and BBQ	Tony Nemeth
August 11	12:04 4.8	Round the Island Time Trial with local Clubs, berthing at Dan Bran, dinner at Royal Lymington YC.	Ian Booker & Chris Wright
August 25 to Sept 1 st	12:24 4.5	Autumn Cruise westward to Weymouth	Chris Wright
Sep 15	16:02 4.5	Rally to Chichester Marina with dinner at Chichester YC	Pam Ward
Sep 29	14:48 4.6	Beaulieu River Rally to Gins Farm, dinner at the Royal Southampton YC	Jim Fayers
October 13		Laying up supper at Frog & Wicket, Eversley Cross.	Mike Purdy

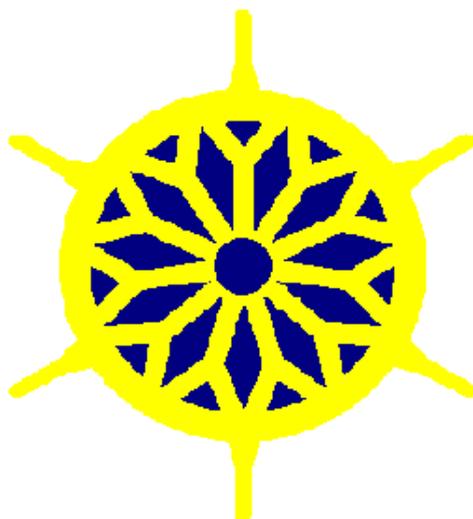
Next YOSC Newsletter May 2018

The last date for receipt of articles, news, advertisements, reports of Club Events, etc., which are intended to be included in the next issue, is **2nd May 2018**, and the Newsletter is to be distributed at the **SSC** on Monday 14th May 2018.

If you prefer to read/print via the web your own copies of the YOSC Newsletters (in colour perhaps?) and do not wish to receive a B/W hard copy via the Club, please email editor@yosc.org.co.uk.

Advertisements: Members may advertise for free, sailing related items, under their own name and not necessarily with any other contact details.

Editor: Alan Bew, to whom reports (with separate photos preferably) of any YOSC events, stories, cartoons, sailing and social news items should be sent by email, disc, memory stick, hardcopy, by hand or post. Photos, diagrams, etc are easier to incorporate if sent as attachments or separate files, and not included in the body of the text. Do not trouble to format your article incorporating photos, charts and drawings into a word document, send them separately, the formatting goes wrong if your margins are not the same as mine or if you format in docx (2007), or later versions of "office". These are quite OK with simple text but can be real trouble for me and my Microsoft converter if it has anything other than text.



EDITOR's Note: Our Newsletter Editor, Alan Bew has been unable to complete this issue of the Newsletter as his wife Julie, is very ill in Phyllis Tuckwell Hospice. I am filling in for him to complete and distribute this issue. **John Weale** (Acting Editor)