

YOSC

The **NEWSLETTER**
December 2017

Yateley Offshore Sailing Club



Commodore Ian Booker's Introduction

2017 for YOSC marked another successful year (year 26) and again this has been largely down to the many members who have assisted in the organisation and indeed those who have attended events. Your continued contributions are very much appreciated.

In respect of those who helped organise the Club's rallies many thanks are given to Tony Nemeth, Nick Judd, Pam Ward, Ian Skinner, Chris Wright and Mike Purdy. It should also be remembered that this year's sailing programme was put together by Chris Wright and was then co-ordinated by our current sailing secretary Jim Fayers. A special mention must go to the skippers/their yachts attending the most rallies. These included Miranda, Nefertari, China Girl and Elizabeth A. In addition to the foregoing it was also good to see yachts Lady Grey, Lady Jayne, Serene, Phoenix and Octavia taking part in the longer cruises. Additionally it was great to see Peter Hart and his new yacht Buddle entering a number of events.

The highlights of the sailing programme from my perspective had to be the Island Harbour fun weekend, the Ocean Village rally/visit to Southampton VTS, the Wight Trophy time trial, the summer cruise to Brittany (Treguier) and the autumn cruise to the Dorset coast/Portland/Weymouth. Both longer cruises attracted an excellent entry list of 6 or more yachts. Dan Bran at Lymington continued to be a popular rally destination with 9 yacht entries. On rally destinations I must note particular excellent dinner service that we received from Lymington Town Sailing Club, Royal Solent Yacht Club, Royal Southampton Yacht Club, the Breeze Restaurant (Island Harbour), and Banana Wharf Restaurant (Ocean Village).

EDITOR's Note: Our Newsletter Editor, Alan Bew is taking a well earned rest from his editorial duties whilst he and Julie enjoy a break in warmer climes in Madeira. I am filling in for him for this issue. **John Weale** (Acting Editor)

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.

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The weather during the season was reasonable with only the Littlehampton rally being cancelled due to bad weather. Two sailing days were lost on the summer cruise and the Wight Trophy had to be rearranged with a shorter course within the Solent.

2017 saw social evening presentations from YOSC members Chris Wright and Brian Pickles. Special thanks go to Chris and Brian.

Social Secretary Joan Evans stepped down at the end of this season following 7 years of sterling service. Many thanks Joan for your very valued assistance when during that time you found and organised many interesting and entertaining speakers. Joan now hands matters over to Pam Ward. I am sure that Pam will continue the good work during 2018.

Newsletter Editor Alan Bew and I would like to say many thanks for member newsletter contributions during the year from Graham Collins, Terry Paynter, Jim Fayers, Pauline Hooker, Roger Bailey, Graham Spence, Sara Smith and Allun Proom.

The recent November AGM was attended by a very satisfactory 46 members. Trophies awarded during the year /at the AGM were:-

The Wight Trophy and Island Cup to Brian Pickles for his best score on board Gilliat relating to the shortened version time trial.

The Graham France Challenge to Dave Dray for his very successful and simple scrap heap winning model yacht.

The Commodore's Cup to Jim Fayers for his assistance with Club RYA theory training.

And thank you Alan Bew for awarding me the 10th anniversary cup for my article relating to the summer cruise.

The best photograph of a YOSC yacht under sail was judged by Brian Pickles to be that of Elizabeth A. You should have received by now the 2018 Club brochure which features the winning photograph on the cover.

Jim Fayers continued with the YOSC RYA day skipper theory courses with 6 students attending during 2017.

As noted at the November AGM the committee have now set what is hoped to be an interesting and varied sailing and social programme for 2018. All events are now summarised in the 2018 Club brochure.



On the training side our initial 2018 RYA First Aid course has been set for 20th and 22nd February. We have 10 members hoping to attend this course. Should any further members wish to obtain an RYA First Aid certificate the Club will be able to run a second course during early spring. An RYA theory course has been provisionally set for weekends during late February and March. Whether this be for day skipper or coastal skipper/yachtmaster will depend upon the interest received over coming weeks.

As noted at the AGM the Club will investigate the possibility of running an RYA sea survival course at some stage during 2018

Finally a comment on marketing. As noted at the AGM the best marketing to attract new members comes from the existing members. In this regard any help/continuing help you can give would be greatly appreciated. Should you need any additional Club brochures to assist with Club marketing please make contact with me.

Very much hope that you enjoy the last Club event of 2017, the Christmas Party, set for 4th December.

Happy Christmas and good sailing for 2018.

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. Contact Ian at: membership@yosc.org.uk

Yacht Share for Sale (Jeanneau Sun Dance)

Our yacht and Boat Share is called "Octavia" and is based in Port Solent. We have a 1/4 share available in this very well established consortium. Details :- Model : Jeanneau Sun Dance. Type : Cruiser. Length : 11m. Draft : 1.8m. Berths : 6. Full Details www.boatsharefinder.com



25% Share, Price £11,000

Contact : Matt Malone on 07810 381041 or Graham Spence on 07801 715587)

YOSC Brochure - 2018

The 2018 Social Programme

Monthly meetings often with guest speakers at Sandhurst Social Club starting at 20:00
Guests welcome if accompanied by a YOSC Member

8 Jan	Sailing in New England – a talk by Roger Shaw
5 Feb	Skittles at SSC
5 March	Kilimanjaro – a talk by Graham Horn
2 April	Further Adventures on Board Charisma a talk by YOSC Member, Adam Bispham
14 May	Alaska Adventure – a talk by Major Paul Whittle
4 June	Lest We Forget – a talk by YOSC Member, Donal McDonnell
9 July	TBA
6 Aug	Barbecue at Blackwater Valley Golf Centre
3 Sep	Secrets of the Solent—a talk by a representative of the Hampshire and Isle of Wight Wildlife Trust
1 Oct	TBA
5 Nov	Annual General Meeting
3 Dec	Christmas Party at SSC

Club Meetings

on most Monday evenings at Sandhurst Social Club with its comprehensive Club facilities and a licensed bar



Sandhurst Social Club
33/35 Wellington Road
SANDHURST GU47 9AW





YATELEY OFFSHORE SAILING CLUB



GBR 2156L
ELIZABETH 'A'

- A Club for offshore sailors from North-East Hampshire, Berkshire and Surrey
- New members always very welcome whatever their level of experience or boat ownership
- Sailing in company, rallies and summer cruising
- Opportunities to improve your sailing skills both on and off the water

How to join YOSC

Contact our Membership Secretary
Tel: 01276 31241
Email: membership@yosc.org.uk

Visit our Website

www.yosc.org.uk
YOSC Enquiries— enquiries@yosc.org.uk



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As mentioned in Ian Booker's column, here is the front page of the YOSC 2018 publicity brochure showing the winning photograph of Graham Collins's yacht Elizabeth 'A' under sail

Fire Safety on Boats

Summary of presentation given at SSC on 2nd October 2017
by Ian Booker and Chris Wright



Background statistics

Albeit that clear and detailed statistics are difficult to establish research seems to suggest the following in respect of significant incidents relating to fires on leisure /non-commercial vessels in the UK.

It appears that there are about 100 callouts of authorities per annum to quell boat fires. Just over half of these relate to vessels in inland waters, particularly those used as houseboats. Of the remaining (say) 40 an average breakdown shows that about 15 callouts relate to coastal vessels underway and a similar number at their berth. A small number occur to boats stored ashore.

Of the offshore sailing yachts the major causes of a fire were generally electrical.

Statistics are difficult to obtain as regards serious injury in vessel fires, however, inland vessels typically involve a dozen serious injuries per annum (usually houseboats).

From this it appears that fire risk on off shore yachts is fairly low.

Fatalities from fire related incidents (on all vessels) are also low. There are, however, a handful of carbon monoxide fatalities, every few years. These are generally due to running of generators or other heating appliances in unventilated situations. Again usually in houseboats.

Reference to the yacht insurance market appear to suggest that about a quarter of monies paid out relate to fire damage, albeit the number of claims is relatively small.

Overall, however, offshore sailors are far more at risk driving to their yachts than when on board. Notwithstanding this it is considered that reasonable fire precaution should be taken.

The following commentary sets out to describe the legal position relating to leisure craft in respect of fire related matters, fire prevention, potential yacht design/shortfalls, and matters to consider when confronting an on board fire.

Legal:

Inshore boats generally have to comply with the “Boat Safety Scheme”. This scheme, run by the Canal and River Trust and the Environment Agency, is applicable to many UK canals. It requires boats to meet basic safety installations and undertake regular inspections in order to check compliance/obtain a related licence.

Vessels up to 24 m in length built in the EU (including the UK) since the mid 1990s when first sold may have complied with EU directive ISO 9094 Fire Protection (part of EU Directive 1994 regarding RCDs (Recreational Craft Directives). This directive covers minimum standards for escape routes and installation of basic fire-fighting equipment, galley stoves, heating appliances. If a yacht of non EU manufacture was imported into the EU since that time it became the responsibility of the importer to determine that the yacht complied with the EU directive.

Vessels built prior to 16th June 1998 (the date for compliance with the EU directive) may not comply with the RCD in any event as fire safety at the time of their manufacture was generally left to the yacht designer/manufacture.

There is a current legal requirement for vessels over 13.7 m (45 ft) to comply at all times with the Merchant Shipping Regulations. This covers an obligation to carry a certain amount of fire-fighting equipment.

Yachts used for RYA tuition are required by the RYA to be “Coded”. Coding does required certain safety requirements to be followed and indeed related yachts should be inspected by approved RYA staff.

Surprisingly there is no UK legal requirement to have fire-fighting equipment on operational leisure vessels up to 13.7 m (45 ft), albeit the same, post mid 1990s vessel would have had the EU directive fire-fighting measures included when it was initially sold.

However, any leisure vessel owner/skipper, irrespective of vessel age, will be required to provide practical safety equipment (that is: “reasonable measures”) for the protection of crew. Many Insurers may also require the vessel owner to provide adequate fire-fighting procedure.

Two bodies produce combined recommendations for fire-fighting provision on vessels below 13.7 m (45 ft) (Maritime and Coastguard Agency (MCA) in association with the RYA). It could reasonably be argued that if you meet these recommendations you have complied with “reasonable measures” criteria.

MCA/RYA Recommendations

Vessel Length	Minimum number of extinguishers	Combined fire rating
Under 7 m	2	10A/68B
7-11 m	2	13A/89B
11-13.7 m	3	21A/144B

The above fire ratings are usually associated with the most common fire extinguishers on sale in Chandleries (generally powder). These normally cover class A, B, C and D electrical fires.

A typical 1 kg powder extinguisher is rated as 8A 34B C

A typical 2 kg powder extinguisher is rated as 13A 89B C

Please note that on larger yachts it may be necessary to have some extinguishers as 2 kg in order to achieve the recommended combined fire rating or alternatively add an additional 1 kg extinguisher. The letter designation (UK/EU) relates to the following materials, liquids, gases or other upon which the extinguisher has compatibility when used. American extinguishers have a slightly different format.

- A rating relates to wood, paper /fabric
- B rating relates to liquid diesel, petrol and white spirit
- C relates to gas (propane, butane etc.)
- D relates to electrical
- E relates to fats (only use fire blanket)

The prefix numbers relating to the letter identifications above are established by the size of a standard fire that they can extinguish. The higher the number the greater the extinguishing power.

For class A the prefix number relates to the size of a lattice of burning timber sticks (40 mm x 40 mm x 500 mm depth piled 14 in number high) that the extinguisher can extinguish. The prefix number accords with the number of sticks in each row. The more sticks that can be extinguished the higher the extinguisher rating.

For a class B fire test the prefix number relates to the volume in litres of burning fuel in a standard fire test (but not cooking oils) that the extinguisher can put out.

For class C the letter does not have a prefix number. It just notifies that the extinguisher can be used on gas related fires.

In respect of electrical fires it is wise, where practical, to turn off the related electrical supply. Following which the fire may be able to be categorised as class A.

Alternatively Halon replacement (FM 250 or FE36 or similar) are offered by bigger chandleries for use as automatic extinguishers in closed engine compartments. The size of extinguisher is generally related to the volume of the enclosed space. Consideration also needs to be given to diesel engine air use and any compartment ventilation (including mechanical). The factors involving extraction of any air volume may need to be considered when selecting the size of an extinguisher.

It should be noted that Halon replacement extinguishers usually only cover type B and C fires. Before purchasing a Halon replacement extinguisher it is well worth reading the classification on the side of the extinguisher to check which type of fire it can be used on.

An automatic extinguisher would generally operate when a temperature of circa 79 °C is reached. A typical Halon free automatic extinguisher (1 kg to 2 kg) would normally operate for less than 10 seconds and in some cases only 7 seconds.

You can of course also purchase a much cheaper, powder automatic extinguisher. Downside of using powder on an engine fire is that it would likely cause significant corrosion to the engine including its internals.

The above relate to fire extinguishers readily available from most chandlers, specialist extinguishers have therefore not been considered within this summary.

For historical interest, Halon fire extinguishers were not permitted to be installed in new yachts since the early 1990s. Their use on yachts was banned in Europe in 2000 with the ban subsequently implemented in the UK in 2003.

A few words on prevention:-

For a fire to start three components are required, oxygen, heat and fuel. Remove any one of these and the fire will be prevented.

Turning to practical matters the following may help with fire prevention thinking:-

- Never leave a flame of any type unattended.
- Make sure your equipment is in working order and up to date. You cannot fight a fire with a useless dribble coming out of the nozzle of an elderly fire extinguisher. Check that the needle on an extinguisher pressure gauge is within the “green” zone.
- Familiarise yourself with how to remove any trigger safety device on the extinguisher.

- Maintain fuel, engine, electrical and gas systems. Regularly carry out inspections, replace flexible gas lines every 5 years. Replace fire extinguishers every 5 years. (note: - manufacture dates are shown on extinguishers and gas lines). The 5 year renewal periods are those generally recognised within the industry. Marine quality gas regulators should generally be replaced no less than every 10 years.
- Check to see that your regulator has a calorific value to suit the gas you are using. Butane has a lower calorific value than propane. Camping Gaz is somewhere in between.
- Make sure fuel shut off valves are readily accessible. Clear nearby identification labels should be displayed if valves are hidden from view.
- Store any petrol for your outboard within helm accessed storage spaces, not within saloon accessed lockers.
- Position a fire blanket within 2 m of the galley but not such that you need to lean over the galley to reach it.
- Fit carbon monoxide detector(s) and maybe a smoke detector.
- Following working on any gas pipework check for leaks with a “leak pen”
- Consider fitting a bubble tester to your gas supply such that any potential leakage can be detected.
- Consider getting your boat’s gas systems checked by a Gas Safe registered engineer to enable a Gas Safety Certificate to be issued.
- Switch off gas valves when the galley is not in use.
- To aid shutting off gas supply, Chris Wright’s Nefertari has been fitted with an electrically operated valve.
- Consider having two accessible buckets with lanyards fitted. There is of course an unlimited supply of water available when at sea or in a marina should water be needed to quell a fire. Interestingly various numbers of buckets with lanyards are generally included to accord with Merchant Shipping Regulation requirements for vessels over 13.7 m (45 ft).
- Choose a fire extinguisher that can be used in one hand. At sea you need the other hand to steady yourself.
- Position fire-fighting equipment where it is accessible and near exit points.
- If a fire extinguisher is not readily visible, say if it were to be located in a locker, the outside of the locker should have a clear fire extinguisher label displayed.
- Consider having a fire extinguisher within 2 m of the helm as fire in the cabin/engine compartment may prevent you going below.



Extinguisher located near cabin exit routes



Helm accessed fire extinguisher



Gas locker at helm with bottom gas escape hose to external hull outlet”.

Store gas bottles in a compartment (preferably flame retardant) that is not accessed from within any cabin area or will not facilitate any gas to escape into a cabin. Ensure that any storage compartment has a drain hose. The drain hose should be located in the bottom of the gas bottle container and have a slight fall to its open end on the external of the yacht hull. Butane/propane is heavier than air so any leak of gas will fall to the bottom of any compartment. The minimum internal drain hose diameter is generally recognised as 19 mm

- Check your gas pipe runs to ensure that any nearby live electrical wiring is positioned more than 30 mm from the pipe or 100 mm from open ended electrical terminals.
- Flexible gas piping should generally be restricted to no more than 1 m in length.
- Make sure crew are aware of the fire-fighting basics during an initial safety briefing.

Design matters, including shortfalls, to consider (these were found on China Girl but could well apply to other yacht makes):-

- Can a fire extinguisher spray, via any access port, actually cover an engine fire with the engine cover closed? Refer to photo)



Engine compartment with inadequate manufacturers installed fire port. Refer to the mallet handle (bottom left) that is projecting through the fire extinguisher port into the engine compartment. It is unlikely that an extinguisher using that port would be able to spray adequate powder onto the engine.



An additional fire port added such that extinguisher spray could gain access to the top of the engine

- Are the sea water cooling hoses fire rated? If not the boat could sink if hoses catch fire and the seacock is still open.
- Are engine seacocks readily accessible without opening the engine compartment under engine fire conditions? Consideration, if on fire, should be given to shutting off the engine seacock following turning the engine off.
- Can any spilt fuel be contained within a bulkhead to prevent flow into the general boat bilges? (Refer to the engine compartment photo). The containment is a current EU recommendation. Older yachts may not have this provision and as a consequence any spilt diesel could escape into the general bilges.

Matters to consider when confronting a fire on board:-

- If anything other than a minor fire send a Mayday or 999 (if onshore with reasonable fire engine or fire hose access).
- Don't worry about the mess that a fire extinguisher causes as a fire could make a much bigger one.
- Use a fire blanket to smother a fat fire. Do not use extinguishers on fat fires.

- A fire blanket can also be used in other fire situations to cover your face when escaping.
- If the fire is considered to emanate from an electrical fault and if practical turn off the related electrical circuit.
- Keep your distance when using the extinguisher, ideally about 2 m from the fire. Too close and you could aid spreading the fire. Crouch down to avoid smoke and avoid fire balls as these generally rise. Work the extinguisher back and forth on the fire.
- Bear in mind that an average 1 kg extinguisher will likely be exhausted after a little over 7 seconds of use. Once a fire extinguisher's trigger is pressed it quickly loses pressure. In a short period it will be next to useless. You can therefore only use it once.
- Only consider using a fire extinguisher to put out a fire if you have a clear means of escape. This usually involves ensuring that you have an unrestricted escape route at your back when using a fire extinguisher or fire blanket.
- A fire blanket or powder will kill a small or medium fire. Wait 10 minutes prior to inspection /opening up as reintroducing oxygen could restart the fire. This applies particularly to any Halon replacement extinguisher.
- It is not recommended that you open up an engine compartment in the event of an engine fire. If your compartment does not have an internal automatic extinguisher use a port hole to the enclosure to gain fire extinguisher access.
- If a fire takes hold, consider the immediate throwing overboard of gas cylinders and any petrol cans (often on board for use with an outboard dinghy engine).
- If a fire does take hold of a typical GRP yacht there is little chance of putting it out. Most GRP hulls do burn quite easily as indeed will the timber, upholstery and general internal fittings. As noted above in these situations it would appear wise to make an immediate Mayday call or in cases where there is land/fire engine access a 999 call and consider abandoning your boat. It would in any event be worth readying your life raft for potential use/escape when at sea.

The above summary picks up salient information provided by the MCA, RYA, various trade bodies, EU regulations and government data. Hope it has been helpful.

Ian Booker

The 2018 Social Programme

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

8 January - **Sailing in New England** – a talk by Roger Shaw
 5 February - **Skittles Evening** including Fish & Chips or Chicken & Chips
 5 March - **Kilimanjaro** – a talk by Graham Horn
 2 April - **Further Adventures on Board Charisma** a talk by YOSC Member, Adam Bispham
 14 May - **Alaska Adventure** – a talk by Major Paul Whittle
 4 June - **Lest We Forget** – a talk by YOSC Member, Donal McDonnell
 9 July - **TBA**
 6 August - **Barbecue** at Blackwater Valley Golf Centre GU46 7SZ
 3 September - **Secrets of the Solent** - a talk by Tim Ferrers of the Hampshire and IOW Wildlife Trust
 1 October - **Sail Setting** – a talk by YOSC Member, Chris Wright
 5 November – **27th Annual General Meeting**
 3 December - **Christmas Party**

The 2018 Sailing Programme

Date	HW Portsmouth	Event	Organiser
14 April	11:12 4.3	Fitting out supper at "The Lifeboat", East Cowes	Brian Pickles
25 April	08:16 4.0	Midweek to Yarmouth, Harold Hayles Pontoon, dinner at Royal Solent YC	Jim Fayers
5 to 7 May	15:37 4.2	Island Harbour Rally with games, blind rowing, Graham France Challenge with dinner at "Breeze" and a BBQ on Sunday	Ian Booker
19 May	15:30 4.7	Littlehampton Rally with dinner at "Arun View"	Ian Skinner
30 to 31 May	09:56 4.2	Mid-Week to Bembridge, Duver Pontoon with dinner at Brading Haven YC	Nick Judd
9 June	09.01 4.0	Lymington Rally to Dan Bran Pontoon with dinner at Lymington Town SC	TBA
23 June to 8 July	08:24 4.0	Summer Cruise to Normandy	Ian Booker & Jim Fayers
18 July	16:27 4.6	Midweek Rally to "Folly Inn", Medina River	Jim Fayers
28 July	12:47 4.4	Newtown Creek Rally and BBQ	Tony Nemeth
11 August	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
25 August to 1 September	12:24 4.5	Autumn Cruise westward to Weymouth	TBA
15 September	16:02 4.5	Rally to Chichester Marina with dinner at Chichester YC	Pam Ward
29 September	14:48 4.6	Beaulieu River Rally to Gins Farm with dinner at Royal Southampton YC	Jim Fayers
13 October	-----	Laying up supper at Frog & Wicket, Eversley Cross	Mike Purdy

Crewing List

Please inform the Sailing Secretary, Jim Fayers and the Editor if you would like your name added to this list and say if you do **not** want your **phone number** to appear.

Sailing Secretary: sailingsecretary@yosc.org.uk

Peter Mayley	01344 778580	Maggie Vickery	07929 668261
Alex Phipps	01252 665368	Michael Dray	01276 514359
Allan Cowan	0118 973 5107	Michael Soul	01252 620586
Sara Smith	07708 403424	Alan Jones	07903 652504
Ian Whyteside	07903 834733	Brian Pickles	07771 662363
David Dray	01276 514359	Allun Proom	01276 64897
Martin Croombs	07904 969774	Allun Proom	07885 797226
Pam Ward	07910 034698	Bob Crocker	01252 404180
Harry Jemmeson	0118 978 0900	Bob Crocker	07940 918973
Harry Jemmeson	07887 705211	Ian Skinner	01276 31241
Edi Juon	01256 354840	John Weale	01252 873067
Edi Juon	07775 795100		



QHM Portsmouth

QUEEN'S HARBOUR MASTER PORTSMOUTH TRANSIT OF THE DOCKYARD PORT OF PORTSMOUTH BY HMS QUEEN ELIZABETH

LNTM No 72/17

1. **NOTICE IS HEREBY GIVEN** by the Queen's Harbour Master Portsmouth that when HMS QUEEN ELIZABETH transits, or operates within, the Dockyard Port of Portsmouth waters the measures outlined in this LNTM will be in force.

2. Normally the date and timing of moves will be promulgated by the Daily Shipping Movements programme published on the QHM Website, but in certain circumstances publication of timings and/or activation of this LNTM may be made at relatively short notice on VHF.

3. When this LNTM is in force the following rules and regulations apply:

4. Whilst underway in Dockyard Port Waters HMS QUEEN ELIZABETH is considered "a vessel constrained by her draught" as defined by the International Regulations for Preventing Collisions at Sea. The vessel will be escorted by tugs and MOD Police patrol craft. Other vessels are to avoid taking any action that will impede her safe passage. **General Direction 02/13** (Dormant Exclusion Zone – 250 metres radius) is activated and will be in force for HMS QUEEN ELIZABETH during her transits through the Dockyard Port of Portsmouth. Police craft will be in attendance with the vessel to enforce this 250 metre exclusion zone; they will be clearly identifiable and will be acting on the authority of the Queen's Harbour Master. All vessels are to comply with their directions. When working with HMS QUEEN ELIZABETH or transiting to or from working with the ship, tugs are likely to have their masts lowered and may not be able to show all normal, or expected, navigation lights. Mariners are to be aware of this and exercise extra caution in interpreting vessel navigation lights whilst HMS QUEEN ELIZABETH is being supported by tugs.

5. For HMS QUEEN ELIZABETH's entry to or departure from Portsmouth a closed channel will be brought into force (timings will normally be shown on Daily Shipping Movements and may also be broadcast on VHF Channel 11).

6. For HMS QUEEN ELIZABETH's entry or departure from Portsmouth the small boat channel (**Local Notice to Mariners 24/17**) will be closed (timings will normally be shown on Daily Shipping Movements and may also be broadcast on VHF Channel 11). Police and QHM craft will be on station to enforce this closure. All vessels are to comply with their directions.

7. Mariners are reminded that in accordance with the Dockyard Port of Portsmouth order 2005 and **General Direction 04/13** the speed limit is 10 knots when vessels are closer than 1000 yards (half a nautical mile) from the shore anywhere within the Dockyard Port of Portsmouth (the extent of the Dockyard Port waters is shown in the Dockyard Port of Portsmouth order 2005 but in general terms anywhere in the Eastern Solent off either the Isle of Wight coast or Fareham, Gosport and Portsmouth Coastline) and anywhere in Portsmouth Harbour north of the harbour entrance.

8. Additionally Mariners are directed to keep their speed below 15 knots when within two nautical miles of HMS QUEEN ELIZABETH. This is to assist with security and any vessel

exceeding this speed is likely to be challenged by accompanying Police or QHM craft and depending on circumstances may be liable to prosecution.

9. On occasions HMS QUEEN ELIZABETH may proceed to anchor within the Dockyard Port of Portsmouth. When this is the case in accordance with **General Direction 02/15** (Keep Clear of Warship Alongside or at Anchor) for this vessel, a 150 metres exclusion zone is designated while the vessel is at anchor and this will be enforced by attendant Police craft.

10. LNTM 47/17 is cancelled.

11. This notice remains in force until 31 December 2017 or it is superseded by another notice about HMS QUEEN ELIZABETH movements.

S O Hopper
Queen's Harbour Master

Membership Fees

Membership Fees for 2018 are due by 31 December 2017

Family Membership - **£32.00** Single Membership - **£27.00** Country Membership - **£15.00**

You can pay by Bank Transfer using the following details:

Account Name: **YOSC**

Account No. **00993034**

Sort Code: **20-11-74**

Please email Ian Whyteside when you make a transfer: treasurer@yosc.org.uk with your name or Membership Number as Reference

Next YOSC Newsletter February 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 **24th January 2018**, and the Newsletter is to be distributed at the **SSC** on Monday 5th February 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.

Merry Christmas & Happy New Year

From the YOSC Newsletter Editorial and Production Team