

# YOSC

The **NEWSLETTER**  
**February 2017**

## Yateley Offshore Sailing Club



### **Commodore Ian Booker's Introduction**

This first newsletter introduction of 2017 wishes you a Happy New Year and very much hope that events that the Club have arranged for the coming months prove to be entertaining and enjoyable.

You should all have received by now a copy of the 2017 Club brochure which includes details of the events programmed for the year.

Hopefully all rally participants will have their cameras at the ready during the 2017 rallies to capture Club yachts under sail. The intention is to repeat the Club photo competition during the coming season with the winning photo providing the cover of the 2018 brochure. Brian Pickles will again be coordinating the competition. Notwithstanding any winning photo the competition does of course have other advantages as it provides the forum for obtaining photos of our yachts under sail. Something in normal circumstances that rarely occurs.

Turning to the events during the year that may require a little more explanation I would like to highlight the following:- The 13<sup>th</sup> and 14<sup>th</sup> May rally set to visit Ocean Village Marina in Southampton has an additional attraction for those who can possibly add Friday 12<sup>th</sup> May to that event. Arrangements have been made for a Friday afternoon visit to Southampton VTS (Vessel Traffic Service) such that those attending can see at first hand the control hub for all large vessels entering Southampton. If this is of interest please let me know as soon as possible as attendees spaces are limited and will therefore be given on a first come first served basis.

As briefly mentioned at the AGM the summer cruise this year has been arranged to visit North Brittany via stopovers in Braye (Alderney) and St Peter Port (Guernsey). Checking back through Club records I believe it has been many years since North Brittany was the chosen cruise destination.

**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 shall be filling in for him for this issue **John Weale** (Acting Editor)

[www.yosc.org.uk](http://www.yosc.org.uk) for this Newsletter in colour, from our webmaster, John Weale

**Meetings:** 1<sup>st</sup> Mondays at 8pm, all other Mondays flexible c. 8pm, at Sandhurst Social Club, Wellington Road.

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The cruise is set to have a duration of two weeks commencing on 24<sup>th</sup> June.

Having looked at the tides there may be some merit, particularly for those of us leaving central and western Solent ports to have a Saturday overnight anchor in Studland Bay. Would be good if this could occur as it provides opportunity for a flotilla crossing of the Channel on Sunday 25<sup>th</sup>.

A call in at St Peter Port could also provide a pick up point for any crew wanting to miss the Channel crossing and travel the initial leg(s) by ferry. As noted in previous newsletter comments St Peter Port now has 24 hr walk ashore harbour pontoons located outside of Victoria Marina and therefore gives maximum flexibility when arriving or departing. St Peter Port and/or Braye also provide a welcome respite after the Channel crossing.

Once through the Channel Islands the first port of call could be St-Quay-Portrieux, this being a 24 hr port and again provides some flexibility as regards arrival and depart times. Other ports of call could be the river marinas in Lézardrieux and say Tréguier. Lézardrieux could provide a base for visits to some of the French countryside either by train or bus. Every effort will be made to visit Tréguier on Wednesday 5<sup>th</sup> July as this is their market day. Tréguier has some very interesting traditional French architecture and is well worth a view. There could also be opportunity to have a short visit en-route to Tréguier to pick up a buoy mooring at the picturesque and traffic free holiday island of Ile-de-Bréhat. The short stay also provides ease for a timely berthing at Tréguier during a period of slack tidal flow. This occurs approximately 30 minutes prior to local high water.

So far it would appear that we have about 6 or 7 yachts showing interest in attending the rally. For crew expressing an interest in attending the cruise there are probably 3 of the 6 or 7 yachts looking for crew. Whilst final decisions as regards crew will be taken by individual skippers I would be happy to assist in collating a short list. So if you are interested please make contact with me. Hopefully the above has whetted the appetite to attend the cruise and provides the background for more detailed discussion in the coming few months.

Shortly after the summer cruise on 22<sup>nd</sup>/23<sup>rd</sup> July we have the now annual event of the round the Island time trial to pit our wits against the members of Guildford Coastal Cruising Club. After event dinner and awards being held at the delightful setting of the Royal Solent Yacht Club in Yarmouth. Be great to hear of early interest in attending the event as this will be of much help to Chris Wright and me with organising the event. I understand that Guildford is expecting to enter approximately 8 yachts. I trust we can match that number.

On the Club training side sailing secretary Jim Fayers is set to run an RYA Day Skipper theory course commencing on 25<sup>th</sup> February and concluding on 1<sup>st</sup> April. Course date information is contained elsewhere within this newsletter. If you would like to attend please make contact with me for further particulars. If contact is made by email please also copy in Jim Fayers.

A reminder also for those on their annual yacht maintenance tasks that the Club have many related tools that can be used by members free of charge. For further information and booking of equipment please make contact with Club librarian Dave Dray. Useful pieces of equipment have recently been added to the Club's stock so it may be well worth checking things out.

On the social side on 6<sup>th</sup> February we welcome back Club member Adam Bispham. Adam and Lynne, you may recall, have spent circa two years living on board their Bavaria 38 Ocean yacht "Charisma" circumnavigating the British Isles and sailing to various European ports. Adam's presentation will bring us up to date with the experiences of his cruising and living on board. Very much look forward to what I know will be a very interesting and entertaining presentation.

The final social event for February will be the Monday 20<sup>th</sup> skittles evening held at SSC. Past skittles evenings have proved very popular and I am sure this one will be equally enjoyable. Please contact social secretary Joan Evans for tickets.

From a personal viewpoint I am pleased to report that routine maintenance on China Girl has been substantially completed and I am looking forward to some early pre-season sailing.

All the best for the forthcoming year

**Ian Booker, Commodore**

## Changes of member's details

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

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## 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](mailto:sailingsecretary@yosc.org.uk)

Peter Mayley	01344 778580	Maggie Vickery	07929 668261
Alex Phipps	01252 665368	John Weale	01252 873067
Allan Cowan	01189 735107	Michael Dray	01276 514359
Sara Smith	07708 403424	Michael Soul	01252 620586
Ian Whyteside	07903 834733	Alan Jones	07903 652504
David Dray	01276 514359	Brian Pickles	07771 662363
Martin Croombs	07904 969774	Allun Proom	01276 64897
Pam Ward	07910 034698	Allun Proom	07885 797226
Harry Jemmeson	01189 780900	Bob Crocker	01252 404180
Harry Jemmeson	07887 705211	Bob Crocker	07940 918973
Ian Skinner	01276 31241		

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## Crewing opportunities –

### Adat

Would anyone interested in a berth for any week/weekend on Adat please first contact Terry Paynter through the usual channels, see the Club Directory.

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## RYA Day Skipper Shorebased Training Course



The Club is pleased to announce that arrangements have been made, subject to satisfactory interest, to hold a further day skipper theory course with Sailing Secretary Jim Fayers as Instructor.

It would be the intention that successful candidates would receive a related RYA certificate prior to the commencement of this year's sailing season.

The course dates are as follows:

25th Feb	6 hrs
March 4th and 5th	12 hrs
11th March	6 hrs (safety on board China Girl in Port Hamble Marina)
March 18th and 19th	12 hrs
1st April	4 hrs followed by afternoon assessment relating to col regs and safety

Chart work assessment to follow at times to suit the candidates.

To register potential interest and to receive further information please contact Ian Booker.

## YOSC Christmas Party 2016

I wrote of our 2015 Christmas Party last year as "the best yet". Well, that was then and 2016 held early December surpassed 2015.

The room was enhanced by the Christmas decorations erected by the SSC staff and we started with what now seems a tradition, Mulled Wine followed by Allun Proom giving us a sample of his expertise on his trumpet. Then our Quiz and Dingbats which puzzled so many, both events being coordinated by John Weale. Next the ample buffet which was supplied by our caterers. With the remaining mulled wine or drinks from the bar we were entertained with a sing-along for all by Edi Juon and Michael Soul singing and playing their guitars. This was followed by the prize giving (so many). During the evening Raffle tickets were purchased by all raising a magnificent £121 which will be donated to The Hampshire and Isle of Wight Air Ambulance plus the Christmas cards which were "posted" on the top table.

Thanks once again to Joan, our Social Secretary, our Committee and all those who took part in the organisation.

### Terry & Joy Paynter



Allun Proom played:

- *In the Mood* on his "Standard" trumpet
- *The Prince of Denmark March*, commonly called *The Trumpet Voluntary*, on his classical trumpet



Edi Juon and Michael Soul played:

- *Oh My Darling Clementine*
- *My Old Man's a Dustman*
- *The John B. Sails*
- *The Twelve Days of Christmas*
- *The Wild Rover*
- *What will we do with a drunken sailor*

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### **Replacement of Thornycroft T80D engine with a Solé Mini44 on a Moody 346 Engine supplied by Engines Plus Ltd. Installed ashore at Marchwood Yacht Club in Southampton**

Having decided to replace my ageing Thornycroft T80D, I was torn between the Beta 35 and the Solé Mini. So, I visited both stands at the Southampton Boat Show. As expected, both companies were extremely helpful and I left being no nearer a decision.

The one nagging issue with going the Solé route was the fact that they didn't have anything around the same 35HP as the existing T80D. Their range jumped from 32HP to 42HP. I therefore posted a thread on the MOA website seeking opinions on going to a 42HP. Unsurprisingly, half thought it was good idea and half felt it was too big an engine.

In the end, I went with the Solé Mini 44 (in fact 42HP), as it was similar to the old T80D being based on a Mitsubishi engine. Our extremely useful and knowledgeable Diesel engineer at Marchwood Yacht Club also felt this would be a good choice. As I was going to rely heavily on his support and help during this project, I went with his advice and plumped for the Mini 44 as the replacement.

We Moody 346 owners are very fortunate to have such terrific access to our engines and also being able to remove the cockpit floor to enable the engine to be lifted straight out of the cockpit. This made the whole project an awful lot easier. Also, my gearbox had broken, so I could remove this and discard it making more room for the engine removal. I did however, intend to sell the old engine as a working unit, so I was careful not to disturb too much during the removal process.

Firstly, having disconnected the mains power, I removed the batteries completely from the engine bay. I then disconnected all the obvious water and fuel hoses and the prop shaft. I then removed the gearbox and taped over the whole left behind in the bell housing.

As the new engine comes complete with a new instrument panel and wiring loom, I removed the earth wires, the old wiring loom and instrument panel. Again, I was somewhat fortunate, as I was going to have to mark up all the individual wires to say where they came from so the new owner could re-wire it at the other end. Luckily, a company who specialises in re-furbishing engines bought it and said they didn't need it to be marked as they would probably make up their own new loom anyway.

Removing the exhaust hose proved to be very difficult as it had become quite inflexible over the years. I therefore unbolted the exhaust elbow and removed the hose later once the engine was out of the way. At that point I also removed the exhaust mixing pot.



In order to remove the cockpit floor I had to disconnect the steering cable from inside the steering pedestal, remove the pedestal and the 2 legs either side. On the starboard side, the leg houses the Morse controls which operate the gearbox and engine throttle. Both of these were removed at the engine end and the leg lifted out as a complete unit



Finally the floor was lifted and I got my first view of the engine from above.

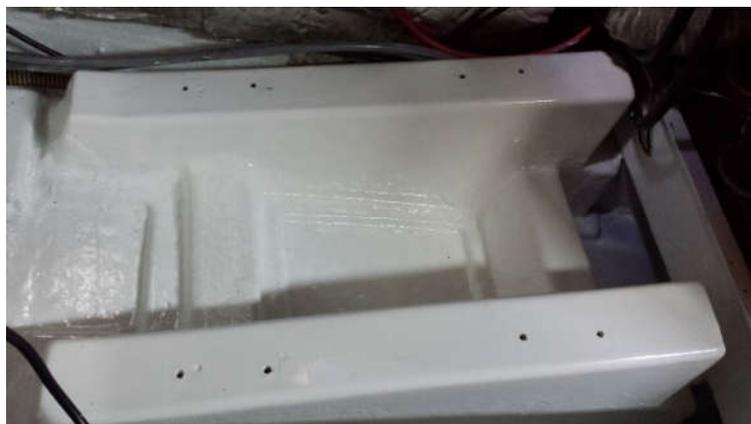
You can see from this photo how the T80D was fixed to the engine bed. The engine bed has an encapsulated metal bar within it. This is tapped with M10 holes to take the mounting bolts. There seemed to be very little difference between the specifications of the T80D and the Solé Mini44 so I was hopeful for a reasonably easy swap out. Sadly, that wasn't the case. More on this later.



A fortunate part of being at Marchwood Yacht Club in that it is a proper boat yard, owned and run by the members. A number of the members are also very experienced engineers and there is nothing they can't make or fix. So I just had to ask for help and they were there through the project. To get the engine out, they put a metal shoe over the forks to the fork truck which had a long boom on it and a hook at the end. To this, we added a chain block and lifting strop. The strop was shackled to the lifting eyes on the engine. The initial part of the lift out of the engine bay was done via the chain block for greater control. Once it was clear of the cockpit, the fork truck took over and, within 30 minutes, it had been lifted clear and put on a pallet on the ground. It was then bolted to the pallet and a haulier collected it the next day for onward delivery to the new owner. I had arranged a 2 week gap between the engine coming out and the new one being delivered so that I could paint and tidy up the engine bay. You can see the before and after photos below. I used Danbolin bilge paint to achieve this transformation.



Before Painting



After Painting

As I mentioned, the engine specifications were similar. The width between the engine mounts were within 3mm but the Solé was longer and had larger feet. There was also a larger drop in the gearbox shaft compared with the engine. The old feet were sitting on spacers so, overall, I was expecting to put new spacers under the feet, drill and tap new holes for the engine mounts and off we go. However, when we dropped the new engine in, it was immediately obvious that it was way too low as the bell housing hit the engine bay floor before the feet were anywhere near the engine bed. After a lot of head scratching and puzzling as to how I had got the process so wrong, it dawned on me what had happened. The T80D had upside down, “L” shaped brackets attached to the engine block which the feet were bolted through. What the previous installer had done was to invert these brackets thereby raising the engine height.

It was clear at this point that there would be much lifting in and out of the engine before we got this solved. However, it wouldn't be necessary to lift it completely out of the boat, just lift it high enough to work. So, to free up the fork truck, I put a long metal square box section across the cockpit coaming and hung the chain block off this. I could now manoeuvre the engine to my heart's content without tying up the yard's precious resources. I erected my cockpit tent over this so it didn't matter what the weather was going to throw at me.

I used lengths of wood and spacers of varying sizes and kept lowering the engine onto these until I hit upon the correct amount of spacing needed. The marvellous club members came to my rescue again and made the box sections below. These were 100mm wide and 60mm high mild steel



Initially, I made templates so the bottom of the box sections could have holes drilled to match the old engine bed's M10 tapped holes. Access gaps were cut away on the inside of the sections to allow a ratchet ring spanner to be used to bolt the new section onto the engine beds. The engine was then lowered into place and the feet adjusted to get an exact alignment with the propeller shaft and the gearbox flange. The box sections were then marked where the feet needed to be bolted down and the whole thing removed again. New holes were made and deep inserts welded in place which were then tapped M10 again to take the new engine mounts. You can just see the deep inserts through the access gaps above. All of this was done over 2 days by the clever chaps in the yard. Finally, I painted them, inside and out with Red Oxide paint. I then painted the outside with spray paint, supplied by Engines Plus Ltd., which matched the rest of the engine.



The whole lot was then bolted down again, having put a bed of Sikaflex under the new box sections. The engine was then bolted to this and re-alligned with the propeller shaft having now fitted a new R&D coupling



It was now a case of replacing all the old water and fuel hoses with new ones, properly routed around the engine bay, and fitting the new panel. The pre-wired wiring looms made this very easy, just connect the 2 multi-plugs together.

The engine has now been fired up and proved to work. The remaining problem is that the throttle Morse control used to be clamped to a bracket at the rear of the engine and pulled the throttle open. The new fitting is at the front of the engine so as to push the throttle open. I will therefore need to reverse the mechanism in the cockpit leg and re-route the cable, maybe needing to buy a longer one. Whilst doing all the above, I took the opportunity to fit a new cutless bearing in the “P” bracket and a new PSS seal to the inboard end of the propeller shaft.

I look forward to getting back in the water to see how it all performs and would like to thank all those who provided the much needed help to ensure a successful project.

**Graham Collins - December 2016**

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## **Yateley Offshore Sailing Club Programmes for 2017**

### **Social Events in February and March**

#### **Monday 6 February**

A talk entitled “**Mr & Mrs B go to sea**” about the adventures of YOSC Members Adam and Lynne Bispham who, since April 2014, have become full time liveaboards on their Bavaria Ocean 36 “Charisma” and voyaged around Britain, to the Baltic and the inland waterways of Holland.

Adam and Lynne have been regular contributors to our Newsletters and for those of you that have kept their copies, summaries of their adventures in Charisma can be found in the following Newsletters: February 2014, July 2014, August 2014, November 2014, June 2015, September 2015 and August 2016.

If you have not kept your copies see them at: [www.yosc.org.uk/charisma](http://www.yosc.org.uk/charisma)



**Adam at the helm of Charisma**

## Monday 20 February

### Skittles Night at SSC

Tickets now on sale from Social Secretary – Joan Evans

## Monday 6 March

### The History and Restoration of the Kennett & Avon Canal - a talk by Graham Horn

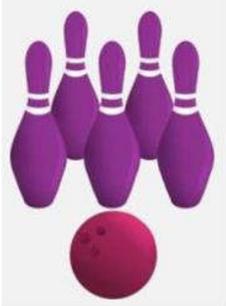
The Kennet & Avon Canal is one of our most well-loved waterways. The 87 mile long canal links London with the Bristol Channel, and passes through some spectacular landscapes including West Berkshire and the rolling Cotswolds. But this haven in southern England faced closure in the last century and was only brought back to life thanks to the tireless dedication of volunteers

Today, thousands of visitors enjoy boating, walking and cycling along the peaceful towpaths of the Kennet & Avon Canal, fondly known as the K&A. A waterside walk along any stretch of towpath is an enjoyable experience

**YOSC SKITTLES NIGHT**  
**Monday 20<sup>th</sup> February 2017**  
**At 8pm**

**Fish and Chips or Chicken and Chips**  
**supper included**

**At Sandhurst Social Club**  
**Tickets £7 per head**



**Tickets from**  
**Joan Evans 01276 34970**  
**[john.evans157@ntlworld.com](mailto:john.evans157@ntlworld.com)**

## The remainder of the 2017 Social Programme:

- 3 April - **Lakes, Hills and Daffodils** —the English Lake District - a talk by David Hunt
- 8 May - **Broadmoor** — a talk by Mark Stevens
- 5 June - **The Bombing of Darwin** — a talk by Malcolm Nelson
- 17 July - **Portsmouth and Southampton** – Maritime Contrasts — a talk by Graham Horn
- 14 August - **Barbecue** at Blackwater Valley Golf Centre GU46 7SZ
- 4 September - **Fire Safety in Boats**—a talk by Andy Piper
- 2 October - **Memories of a Cruise to Scotland** —a talk by YOSC Member, Brian Pickles
- 6 November - **26th Annual General Meeting** at SSC.
- 4 December - **Christmas Party** at SSC

## Sailing Programme 2017

The Sailing Programme for 2017 has been completed by our Sailing Secretary, Jim Fayers. Further details will be added to the Sailing Page of the Website and in later Newsletters.

It would be helpful if you could register your interest in any of the events by completing the Event Entry Form which can be found at: [www.yosc.org.uk/html/entry\\_form.html](http://www.yosc.org.uk/html/entry_form.html)

A copy of the full programme with times of Portsmouth High Water may be seen at: [www.yosc.org.uk/2017ralliesV1.doc](http://www.yosc.org.uk/2017ralliesV1.doc)

- 8 April - **Fitting out Supper** at Cowes - details to be announced. Organiser - Jim Fayers.
- 29 April to 1 May - **Island Harbour Rally** - Doing “silly things” including blind rowing and Graham France Trophy challenge followed by BBQ. Organiser -TBA.
- 12-14 May - **Ocean Village, Southampton Rally** including a visit to Southampton VTS premises. Organiser -TBA.
- 24-25 May - **Midweek Rally to Bembridge**. Organiser - Nick Judd.
- 30 May to 1 June - **Midweek Rally to Folly Inn, Medina River**. Organiser - Mike Purdy .
- 10-11 June - **Newtown Beach Barbecue**. Organiser - Tony Nemeth.
- 24 June to 8 July - **Summer Cruise** - venues to be announced. Organiser - Ian Booker
- 22-24 July - **Wight Trophy - Round The Island** sailing time trial in association with other local yacht clubs with dinner at the Royal Solent Yacht Club, Yarmouth. Organiser - Chris Wright & Ian Booker.
- 5-6 August - **Lymington Rally**. Organiser -TBA. .
- 19-28 August - **Autumn Cruise westwards**. Organiser - Chris Wright.
- 9-10 September - **Littlehampton Rally**. Organiser -TBA.
- 23-24 September - **Beaulieu River Rally** to Ginns Farm pontoon. Organiser -TBA.
- 7-8 October - **Chichester Rally**. Organiser –TBA
- 21-22 October - **Laying Up Supper** at Hamble. Details to be announced.

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## Portsmouth Harbour Navigation Lights

Anyone in or approaching Portsmouth Harbour will notice the rather ugly new Aircraft Carrier Navigation lights. These are in sets of three in two rows both inside and outside the harbour. They have three so that they can be aligned from either the ships bridge, or port or starboard lines. There are two more lights marking the starboard dredged areas. So 14 large steel towers in all. Each tower is 30m tall and weight 22 tons. The lights are operated by solar power and batteries with a shore power backup. They will only be on when a carrier is entering or leaving.

At night the towers will display a yellow light (Fl Y 5s).

The new Carriers have a draft of 11m and even when the new dredging is complete (10.5m below datum) they will only enter and leave harbour at high tide and when the wind is less than 20 Knots. During the carriers transit of the harbour it will be closed for all other ship movements including the small ship channel that we use. It might be a good plan to listen on QHM channel 11 (also VTS channel 12 for the east Solent area) for information if you plan to exit or enter the harbour around high tide time.

Dredging has meant the removal of over three million cubic meters of clay, sand and gravel which has been dumped near the Nab tower. Dredging will continue into 2017 and at the moment Horse Sand Buoy and Saddle Buoy have been moved about 500m from their charted position. Once completed all channel markers will be moved to their new positions. When all the work is completed and checked, new charts and updates will be released by the UKHO. If you are thinking of new charts or Chartplotter updates for the Portsmouth area it may be worth waiting until the new charts are released.

The new entrance will be deeper and straighter than it was and also Hamilton bank is being reduced in size and depth, I suspect this will soon start to silt up with mud so will need constant dredging.

All this is planned to be completed by the time HMS Queen Elizabeth arrives (May 2017?)

Because of the tidal restrictions for the carriers it looks like they will be anchored in the Stokes Bay area until they can transit the Harbour. So expect a great deal of MOD and police activity including restrictions there at this time. It has been reported that the Royal Navy have ordered 60 new PACIFIC 24 Rigid Hulled Inflatables, some of which will assist in this activity and during harbour entry/exit and also to stop us using the small boat channel at this time!

### Jim Fayers



## YOSC Equipment & Items for Loan to Members

As noted in the Commodore's introduction, the Club has a number of items of equipment that are available for loan to Members.

Contact our Librarian, Dave Dray if you wish to borrow any of these items.



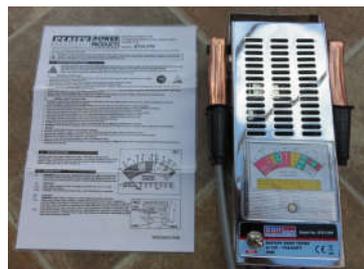
Light Duty Polisher



Heavy Duty Polisher



VSWR Meter



Battery Tester



Oil Extractor



Pressure Washer



Engraving Tool



Hot Blade Cutter



Heavy Duty POP® Riveter



Cutless® Bearing Puller - 1



Cutless® Bearing Puller - 2



Propeller Remover

### Next YOSC Newsletter *March 2017*

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 **27<sup>th</sup> February 2017**, and the Newsletter is to be distributed at the SSC on Monday **6<sup>th</sup> March 2017**.

**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](mailto:editor@yosc.org.co.uk).

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**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.