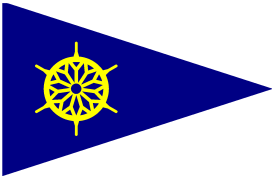


YOSC

The NEWSLETTER
July 2011

Yateley Offshore Sailing Club



Chris Darley is our new Vice Commodore. Chris was co-opted into this position at the Committee meeting on 23rd May. Well done Chris for volunteering, I look forward to working with you on Committee matters, and on behalf of all members I would like to thank you for stepping up to help. Chris will keep his publicity role also for the present time.



Commodore
Sara Smith's
Column

A warm welcome to our new members Allun Proom and his wife Alison, from Camberley. Allun was introduced to YOSC by Steve Vincent, we look forward to seeing you at sailing and social events.

Can you believe it is 3-months since Slieve McGalliard came to talk to us about his home designed junk rig? It's amazing how time flies, which means it's now time to buy your ticket for the YOSC 20th Anniversary Dinner on 8th October, just 3 months away!

Pauline Hooker has sold 34 tickets so far. It would help the Anniversary Committee with the planning of the evening if you could please purchase your tickets well in advance. Please also let Pauline know your meal choices from the superb menu.

Skippers – are you going sailing soon? We have a new page on the website, a Skippers Destination Page. This is a joint effort by Kevin Morgan, Vic Crawshaw and John Weale. You may choose to use this page to inform your YOSC friends of your intended destination for non-YOSC sailing trips. The page is within the member's area of the website for security. Give it a try, it is quick and simple to use and you may find that you end up sailing in company.

www.yosc.org.uk for this Newsletter in colour, from our webmaster, John Weale
Meetings: 1st Mondays at 8pm, all other Mondays 8.45pm, at Sandhurst Social Club, Wellington Road.

Marchwood Yacht Club was the destination for a May rally organised by Graham Collins. With quite a windy Saturday members arrived salty and wet from spray but all safe and sound. However it was decided to change the venue for the Sunday from Yarmouth to Mercury Marina in the Hamble.

There was a good turnout (especially considering the weather) and all were rewarded by the very reasonable berthing fees and a pleasant meal in the club. We were also joined by further members arriving by car. Marchwood pontoon was a prime viewing platform to watch tugs swinging a huge P&O cruise liner through 180° in her own length, they make it look very easy but you would not want to be in the way if they got it wrong.

A week later saw YOSC arrive at Island Harbour Marina in bright sunshine. Another good turnout of 12 boats with over 40 for dinner. Games were played on the green and the traditional Island Harbour Blindfold Rowing and Scrapheap Challenge took place with much hilarity.

Graham and Mary Collins were the winners of the Blindfold Rowing competition following a sterling display of rowing prowess and communication skills. Lots of encouragement was given and no-one fell in the water!



Graham France was the winner of the Scrapheap Challenge regatta with his boat named 'Black Dog', his Grandsons Ryan and Luke passed the finish line close behind. Graham was presented with the Scrapheap Challenge Trophy and Terry Paynter also won a bottle of wine for his super-fast creation which looked to be winning until it engaged stern propulsion! As always a great fun event,

some ingenious designs and the pontoon managed not to tilt over with the weight of spectators, although some did get wet feet.

As write this the Bembridge rally has also just taken place. Alan our Editor reported that he joined for a day-sail and Dreamcatcher 2 was there to greet them, Nefertari, Adat, Miranda followed. Sounds as though it was good sailing weather, a lively fast sail each way in F5 to 7 mainly on the beam. A real achievement for Alan and Chris in Ticker especially, because with only a few hours recovery they set off home again. Kevin organised this rally. If you would like to organise a rally please let the Committee know.

I hope you all enjoy the evening with Tristan Gooley on 4th July, writer and navigator. My apologies that I will be absent but I will look forward to hearing about the talk.

During the first week of July I will be on my Level 4 Clipper training. All 10 race yachts will be taking part in a series of offshore races during this final week of training. Racing day and night the main focus of this course is on offshore racing skills and teamwork. This week will include practice of medical evacuations, medical supply transfers, personnel transfers, fire drills and abandoning ship to enable these drills to become second nature.

Our social event in August is the BBQ at Blackwater Valley Golf Club on Friday 5th. Tickets are on sale at just £6.50. Please try to come along, the food has been excellent the past couple of years and there is a covered outside area to sit and enjoy the food and the company.

Please keep the articles coming for the Newsletter. Anyone is welcome to submit articles to Alan Bew our Editor. You may wish to write up a YOSC sailing rally or write about your sailing activities or newsworthy happenings which may be of interest to members. I wish everyone well on the Summer cruise, fair winds and sunshine I hope.

Greatness is not where we stand, but in what direction we are moving....we must sail, sometimes with the wind, sometimes against it, but sail we must, and not drift nor lie at anchor.

- Oliver Wendell Holmes

Sara Smith
Commodore, YOSC

Changes of personal address, email, telephone numbers, boat details.

Please be sure to keep the Membership Secretary, Ian Skinner, aware of all changes as they occur so that we do not lose contact with you.

Crewing List *(Please inform 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: Vic Crawshaw**

Crew:

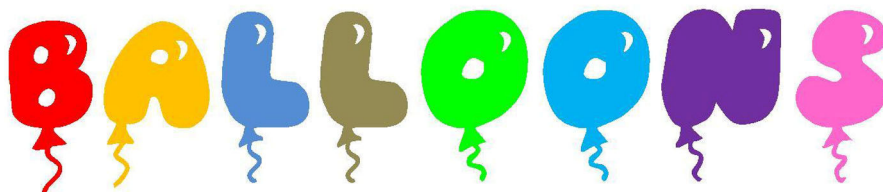
Peter Mayley	01344 778580	Maggie Vickery	07929 668261
Charles Weager		John Weale	01252 873067
Alex Phipps	01252 665368	Michael Dray	01276 514359
Allan Cowan		Michael Soul	01252 620586
Peter Bennett	01252 623517	Mike Hopkins	01344 455639
Alan Jones	07903 652504	Sara Smith	07708 403424
Adam & Lynne Bispham	01344 860083	Edi Juon	01256 354840
Paul Dunn	07977 278971	Jane Colson	
David Rogers	07814 231731	Michael Major	01252 548991

Government to hold second Coastguard Consultation

Surprise Revelation in Commons Debate

Transport minister Mike Penning revealed on Wednesday that Coastguard-restructuring proposals to be announced by late July, when Parliament has its summer recess, will be followed by a second consultation. In a Commons debate initiated by Katy Clark, the MP for North Ayrshire and Arran, Mr Penning said of the massive public response to the mooted cuts: 'Of course I am going to be accused of doing U-turns, cartwheels and so on, but... these proposals were not set in stone.'

He continued: 'We wanted everybody to be fully involved in the future of the coastguard service. I said from day one that what comes out the other end of this consultation process will not be what we go in with, but that we cannot end up with the status quo. The service has to modernise, it has to have proper resilience and it must be fit for the 21st century.' There are, as yet, no details as to the basis on which this second consultation will proceed.



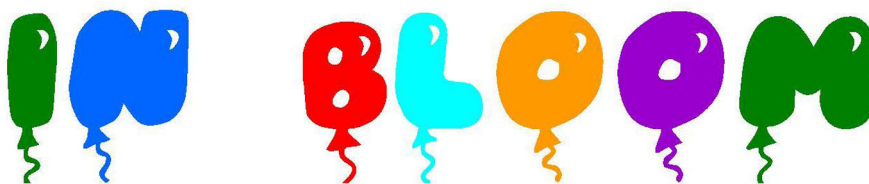
Yogesh J Patel

10 The Parade, 26 Reading Road

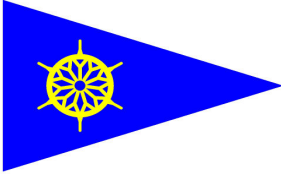
Yateley, Hampshire. GU46 7UN

Tel: 01252 872 183 Fax: 01252 664 003

www.balloonsinbloom.co.uk



The "Newsletter" Off-Licence has agreed to supply, gratis, helium-filled balloons to put on the YOSC dinner tables at the 20th Anniversary event at the Royal Maritime Club, thank you.



YOSC 20th Anniversary Dinner



Invitation and Further Information

We are pleased to announce that the 20th Anniversary Celebration of the founding of Yateley Offshore Sailing Club will take place in a prestigious venue:

The Royal Maritime Club, Portsmouth

Saturday 8th October 2011 – 7.30pm for 8.00pm until 11.59pm

The Royal Maritime Club will serve a special celebratory three course dinner, a welcome drink and a toast

Tickets are available now at a subsidised price of £30 for YOSC members (£36 for non members)

Dress Code: Black Tie or Lounge Suits



The RMC is offering discounted overnight accommodation to those attending the dinner. It is situated in the heart of Portsmouth's unique naval heritage area with the **Historic Ships** all minutes away, as are rail and ferry links, the harbour side **Gunwharf Quays Marina**, shopping complex and the breathtaking **Spinnaker Tower**.

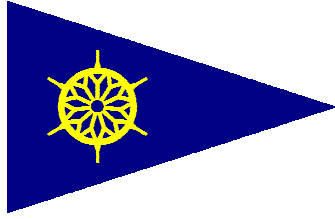
Tel: 023 9282 4231 | Fax: 023 9229 3496 | Email: info@royalmaritimeclub.co.uk |

To purchase a ticket:

Pauline Hooker is managing the ticket sales list. Please post a cheque payable to YOSC, or pay by BACS (details below) or by cash at the club. Any questions please ask the 20th Anniversary Committee members – Pauline, Terry, Graham F., Alan B. or Sara S.

Closing date for ticket sales and menu choices: Thursday 1st September 2011

BACS payments: Account, YOSC; Sort Code, 20-11-74; A/c No, 00993034



Come to the YOSC Summer Barbeque

on Friday 5th August 7.30pm

**Barbeque food, a pleasant venue and great company.....
What more could you want from a Summer evening?**

Barbeque Menu

Cajun Drumsticks

Sausages

Beef Burger & Bap

Served with a selection of Chefs Salads

New Potatoes

**At The Blackwater Valley Golf Centre
Chandlers Lane, Yateley GU46 7SZ**

Tickets must be purchased in advance from Joan Evans

Price £6.50 per person

Special dietary requirements? – please notify Joan beforehand

Southampton Start for Clipper 11-12

The **Clipper 11-12 Round the World Yacht Race** is to start from the historic south coast city of Southampton on Sunday 31 July 2011.

The event is, at 40,000 miles, the world's longest sailing race. It will take the ten identical 68-foot ocean racing yachts almost 12 months to complete their circumnavigation.

Southampton City Council and MDL, owner of Ocean Village Marina where the yachts will be berthed, are working in partnership to host the Clipper 11-12 race start.

More than 500 people from more than 40 countries will take part. Around 40% of them had never set foot on a boat before the compulsory pre-race training. In the 15 years since Clipper began almost 3,000 people have taken advantage of the opportunity to race across oceans in a challenge unlike any other.

The fleet will visit 14 ports on six continents during the 12-month race. The route takes them from Southampton to Madeira, Rio de Janeiro, Cape Town, the west and east coasts of Australia, New Zealand, Singapore, Qingdao, California, New York, Nova Scotia, Derry-Londonderry and the Netherlands before returning to the south coast on 22 July 2012.

SKIPPERS PAGE *(This is a new web development)*

***To inform other YOSC members to which port
you will be going on “non club-event” days.***

When did you last look at the YOSC website? well now we have a brand new page called "The Skipper's Page" The skipper's page is to enable those skippers who intend sailing on non event days to let others know of their intentions and destinations if they so wish. To access this page simply go to members page, using your normal password and click on the Skippers page box, then follow instructions.

The entry can only be made five days before intended departure and will be automatically removed after that date. If a change in plan is wanted a new entry will have to be made. Old plans cannot be erased, they will simply fade away (after five days have elapsed)

This is now here for a trial period so please use it and, hopefully, it will enable boats to join up on non event days if they wish. It was decided against making provision for crew positions as potential crew can see which boats are going out and can call skippers directly if they wish. We will be looking for feedback at the end of the season, so I hope you will use it and find it useful

My thanks go to Kevin Morgan for his efforts in designing and getting this page into operation.

Vic.
Sailing Secretary.

*Go to YOSC website
Click on “MEMBERS PAGES” box
Click on “CLICK HERE” box
Enter password and OK
Click on “SKIPPERS PAGE” box
Click on “CLICK HERE” box
Enter destination details*

Entries can only be made up to five days before intended trip to reduce possibility of cancellation.

It is not possible to delete an entry once made. A new entry must be inserted with new destination or marked “cancelled”

After five days, or after the date shown of the intended trip, the entry will be automatically removed.

It looks like this: (see page 8)

YOSC SKIPPERS DESTINATION PAGE

Skippers may use this page to inform colleagues of their intended destination.

Entries can only be inserted up to a maximum of five days in advance and will be automatically removed soon after the visit date selected.

[CLICK HERE](#)

to view and enter Skippers Destination data,
(See below)

YOSC Skippers Destination Page

Skippers may use this page to inform colleagues of their intended destination.
Entries can only be inserted up to a maximum of five days in advance and will be automatically removed soon after the visit date selected.

(See example entries by Committee members below)

Skipper	Boat	Destination	Date
Vic Crawshaw	Skylark	The moon	Tuesday, 14 June 2011
Sara Smith	Plod a Long	Cowes	Thursday, 16 June 2011
Kevin Morgan	Dreamcatcher 2	Bembridge	Friday, 17 June 2011
David Dray	Jenny-J	Cornwall	Friday, 17 June 2011

Add your details here

Skipper:

Required

Boat:

Destination:

Required

Select the date:

Wednesday, 15 June 2011
Thursday, 16 June 2011
Friday, 17 June 2011
Saturday, 18 June 2011
Sunday, 19 June 2011

Default is Today



OUTBOARD ENGINE THEFT REDUCTION COVER

The cover is to replace the engine cowl and is not designed to be used whilst the engine is running. It is not designed to be used in preference to other crime reduction methods. It is designed as a crime reduction method to be deployed along with other measures dependant on your assessment of the risk. We still recommend that the best policy is to remove your engine from your boat when / if possible and to use additional traditional and/or high tech crime reduction methods along with the cover whenever possible. Some success reported in the crime stats.

Storm 10 Rescue

Wed, 15 Jun 2011 Yacht in difficulties off Needles

The Yarmouth lifeboat, The Eric and Susan Hiscock was called to assist a 32ft yacht, Starburst, in difficulties close to the Needles, Isle of Wight in a southerly Force 10 storm. Coxswain, Howard Lester, said the wind was gusting 49 knots. In that area the seas are particularly vicious as the sea bed is uneven and the tides of the Solent and Channel meet. Starburst, on passage from Poole to Lymington, had been blown across the Shingles bank and was experiencing mechanical and steering gear problems. There were six people on board and mountainous seas made the lifeboat's task extremely hazardous coupled with fact that the rescue coincided with low water. Eventually a tow was established and Stardust was brought safely into Yarmouth.

Midweek Jolly/Bembridge 16th-18th June 2011

“How about a shoal draft venue for an event?” came the request from the floor at the AGM last November, also “What about some three or four day events?” Always happy to oblige so Newport and Wooton creek were put into the calendar to run ahead of the Bembridge Rally. How many boats took part? None, so I guess there isn't much more to be said, except that the weather turned really nasty so would probably have killed it off anyway. I planned to join Adat which I had hoped might have made it, drying out at Newport would have been an interesting exercise, but owing to a planned skipper change halfway through this went down into their scuppers as well.

We did manage to get to Shepherds Wharf though on the Friday, Adat with all sails flying high made a splendid crossing with 20kts of wind on the beam, and 6 knots on the speedometer (No, absolutely not on the rev counter....) anchoring for lunch in Osbourne Bay when the rain started, so a dash into the Medina for the night, and fish and chips from Corries back on board completed the evening.

Next morning, sunny at first but a bit blustery and the occasional shower saw us off to Bembridge, setting off in a strongish South Westerly which gradually increased to a steady 35knots, gusting 38 at the forts so, threading our way through the Bembridge channel and a couple of fleets of racing dinghies we arrived at the Duver Marina and were guided to a berth behind Dreamcatcher whose crew, sitting high up in their cockpit, had a grandstand view of our arrival. A masterly approach with fingertip control, executed with aplomb, in a strong crosswind blowing us off the pontoon, by skipper Adam, who had us in and tied up to the acclaim of the harbour master who was waiting to take our lines.

Dreamcatcher had arrived the day before, so missed the excitement at the forts, Nefertari was there and Miranda arrived shortly after us with Tony Nemeth and his family on board, daughter Steph's new father in law (just married, er, no, not the father in law) out sailing for the first time

apparently enjoyed his baptism, next day could seem very tame, perhaps? However, also there was 23ft Ticker having made the trip from Gosport in (of course) the same winds and probably nearly on the nose. Well done Alan and Chris Darley, really good to see you, pity they couldn't stay as Alan had to be home overnight so, two hours chinwag, and off before the tide dropped over the bar for the run/reach home, calling Kevin later to say they had made it safely which was good to hear.

Drinks and nibbles on Dreamcatcher 2 at 1800 were very welcome and thanks to Kevin and Mary for the offer and to Mary (I suspect) for producing the hot cocktail sausages and sausage rolls which were very tasty along with all the other goodies. As the water taxi wouldn't run for only 10 people we had to walk round to Brading Haven Yacht Club where dinner was booked. We should have had ten boats but five called off because of the weather forecast. On arrival at BHYC we met with Barry Mead and Christine who had driven round from their house at Seaview. Barry is a member of BHYC and is on the committee there so we were very glad to have managed at least 10 for dinner. Another YC was also booked in and not one of their boats made it. The meal was very good and the staff very friendly and helpful, so if you are ever in the area I cannot recommend it highly enough, good beer too. A walk in the dark back to the boat, across the causeway at the top of the harbour was a test and not for the faint hearted. I followed Mary who must have cats' eyes because she set off at a cracking pace. I had my eyes glued to her heels which were fortunately white and was guided unerringly to the safety of the Marina.

Next morning dawned bright and sunny with light winds, so after a short walk and some heel kicking we left on the rising tide just after 1100, by now the wind was getting up and black clouds appearing, so under jib alone (shackle had lost its captive pin on main halyard, *this is a pathetic excuse, Ed*) we set off for home, now with 24 knots of wind from the west, soon into Portsmouth, fuelled up, jib out and off to Wicor.

Glad we made it to Bembridge as I had not been there before. It was a most enjoyable experience, very helpful marina staff and, of course, Brading Haven YC second to none.

My thanks go to Kevin for organizing the event, which went very smoothly at Bembridge, and for the nibbles. Well done to all those who made it.

**Vic,
Sailing Secretary**

Bembridge Rally 18th -19th June 2011

The Bembridge Rally went very well considering the weather forecasts. After a few people decided that it would be unwise to sail, there were still 5 boats that made it to Bembridge, including Alan Bew in Ticker with the assistance of Chris Darley. In fact Alan was the first to arrive on Saturday, Mary and I having sailed over on Friday afternoon. Soon after, Adat with Adam, Chris Freeman, Terry and Vic onboard, arrived followed by Chris and Judith Wright in Nefertari. Finally Miranda arrived, skippered by Tony Nemeth and crewed by Anne Nemeth, daughter Stephanie and her husband of 2 weeks, Matthew, plus Matthew's father, John. It was John's first time sailing! Some introduction. Alan Bew and Chris Darley left mid-afternoon to catch the tide back to Portsmouth. Later, we had drinks and nibbles aboard Dreamcatcher 2 before walking across the Tide Mill wall to Brading Haven Yacht Club. Also present at the evening meal were Barry and Chris Mead who have a house at Seaview and are heavily involved with the running of BHYC. Georgina, running the catering concession at BHYC, served up some fine meals for the 12 of us at dinner. We were finally joined by Terry and Adam who had eaten onboard Adat for post dinner drinks. On the Sunday morning we thought the wind had dropped a bit but it soon recovered to a brisk F6 from the SW. Several walks were undertaken while waiting for the tide to rise sufficiently for everyone to get over the bar and we had all left by about 14:15. Miranda had the prospect of the longest return trip to the Hamble upwind, albeit one long port tack. They apparently arrived safely if a little salty!

Kevin Morgan, rally organiser

Fathers' Day, German style

Entering the marina on Norderney Island, one of the Islands in the German Frisian group, we were subjected to a noise of offensive nuclear proportions. This headbangers paradise was created by loudspeakers blaring out German popular music and drinking songs on practically every other boat with parties spilling out onto the pontoon, all hard drinking and hard singing. The marina was chock-a-block full and we were lucky to find a berth. Why was this? It was Fathers' Day German Style. This celebration didn't bode well for our sleep that night so returning from the restaurant before 2200 I was astonished to find silence. Were they all unconscious? As it hadn't rained they must have been spirited away.

Your Sailing Secretary was in the happy position of helping to deliver a superb Najad 380 from Shotley (near Harwich) to Keil where it was to remain for the summer. The start had been delayed 24 hours due to a force 8 blowing from the South West. We left at first light next morning in a F5, half the jib out and doing 7kts wind absolutely behind us and a quartering sea, by afternoon we were in 30knots and rolling almost gunwale to gunwale arriving at Ijmuiden at 0400, entry clearance to the canal completed, we carried on to the first stop at Enkhuizen in the Markermeer. Next day was bright and clear so across the IJsselmeer to the lock at Lemmer where the wind picked up to 30kts again, Missed the first lock due to an enormous barge getting priority. Engine revving hard in reverse just to stand still, thank God for bow thruster to make jilling around possible. Into the canal, a wide and busy waterway going East we were able to open half the Genoa and, in flat water, average 7.5 to 8kts Waterproofs were given a severe test with horizontal rain, arrived in good time at Grouw where the marina was nearly empty. Why is it when you have the choice of forty or more berths it is so difficult to agree which one to go into? Tied up and sitting below with a welcome cup of tea, a casual voice from the cockpit, (Mary sitting outside) "there is a man in the water" What? Does he need help?, (said I) " Yes, I think he does " she said. With crew member Alan I dashed around to the next pontoon, the far end of course, where he was clinging to the decking three feet above. With a third pair of hands we eventually managed to get his leg up and over and rolled him onto the decking. He had fallen from a small, very basic German motor cruiser which was having difficulty in parking, no lifebelt thrown over, not really any concern from that quarter, not sure if they had actually missed him. Twenty minutes later they were still motoring into berths with our still wet swimmer trying to receive their lines. Excitement over, Mary went for a walk to source out our restaurant for the evening, returning with a bag full of young herring for us all UGH! Passing this raw delicacy over to David (who now had 6) the way to eat them is to dip them in onions, hold up by the tail and swallow whole, or as much as you can. I am sticking potato crisps.

The restaurant was, of course, first class. We were sitting at an excellent round table with a splendid view of the Haven when three ladies arrived and sat at the next table for four. The fourth chair was pulled up to the table, a cushion placed on it and a small pug produced and placed there. It immediately turned its back on its owner and proceeded to stare balefully at me, unblinking and accusing. Funny how guilty feelings begin to swim past one, ones whole life is dissected in seconds, respite only coming during the frequent kissing sessions with it's mistress (Not with me I hasten to add, but the dog)

Continuing through the canals, bridges opening mostly on our approach we reached the outskirts of Groningen where we had to wait to join a convoy as numerous bridges came up in quick succession. At 1600hrs the first bridge opened, so then onto the next which opened quite quickly and passing through we waved thanks to the operator sitting in his box. We were then bemused to see him rush out jump onto his bike and pedal to the next bridge and so on for the next six. This meant a lot of jilling around as there was no place to tie up and four other boats with us. By the time we were at the sixth bridge it was his tea time, so next bridge would not open for one hour – would you believe it? We managed to tie up to a lamp post and tree here (warning from Mary, "Watch for any dogs approaching

trees with our ropes round!") Eventually passed the remaining three bridges and tied up in a box mooring in the marina at Groningen. Went for much needed shower in two story oval glass, yes glass, structure on the quayside (well it was opaque-ish).



The glass facilities

Time to check the charts for the following week so, shock discovery, we had a gap from Helgoland to Cuxhaven so need to buy one. Chandlery closed on Mondays but opened by the very helpful Haven Meisterin who only had packs at 90 euros. Needs must as the devil says, so E90 lighter she then warned me that the seas off Norderney and the Elbe Estuary were the most dangerous in the World don't go if the wind has any North in it. Just what I really wanted to hear.

Next stop Delfzijl (pronounced Delfsisle as in Isle of Wight) and arrival in marina in a very

large commercial port. Excellent restaurant for the last night of the crew members returning home here. Food prices and particularly restaurant prices in Holland found to be very high indeed but enjoyed nonetheless and a very good beer called Herzog discovered and enjoyed on board on arrival at each port. We negotiated 12 locks and 59 bridges during the week.



New crew arrived, introductions made, victualling for the next few days completed and charts for the German Frisian Islands broken out. There is only one route, no plan B possible, so next day left with the tide at Midday for the island of Borkum which has a large, very run down harbour, and we tied up to a massive concrete jetty putting out long lines to allow for the tide only to discover later that it was actually floating. no facilities but an excellent restaurant and prices half those of Holland so had some salvation.

Left Borkum for Norderney in little wind and arrived early afternoon which was fortuitous as grabbed

probably the last mooring. Enough said about Fathers Day.

Left Norderney for Helgoland (no, not Heligoland, that's somewhere else) wind blowing 17/18 knots from the North East, on the nose of course, we managed to sail almost on the course for the first half of the day, but had to motor in the end, arriving about 1900 to find a

huge walled harbour with pontoons around the edges with boats rafted out. We found a shorter raft to join, only 16th boat out, soon to have several more outside us, on next raft I counted 26. And not a shore line anywhere. Harbour was jam packed with music, singing and partying – yes, you guessed it, it was Fathers' Day. Fathers' day is a weekend starting on Thursday and celebrated with extraordinary enthusiasm. Must let the family know about this! Perhaps we were a little relieved that the German Bight was not the most dangerous sea in the world. Not a patch on the North Sea in the Thames area during our recent crossing. A 6 am start next morning was met with good humour and our extrication from the scrum went with astonishing ease.

Not a breath of wind, under one knot at times, for our 39 mile trip down to Cuxhaven. Good facilities in Cuxhaven but Frau Dragon seemed to spend her life in there cleaning. Each time I entered I was kicked out with parade ground orders: "I CLEAN, YOU WAIT", and the key was turned in the door. We had to buy a plastic card to access everything here, water, electricity, including showers where the card had to be installed in a machine in the cubicle for the duration of hot water use, so the card was passed down the crew and eventually came to me. Wonderful hot shower, got soaped up and the money ran out....flannelled off, got dressed, all very sticky, went to office and renewed card, returned to shower: "I CLEAN, YOU WAIT".

Good sail from here to Brunsbuttal (on the nose of course) and through the lock into the Keil canal. Stopped overnight in marina adjacent to the lock. Dreadful night with big ships, engines thumping, literally only twenty yards away as they went into the locks. Passage through the canal to Rendsburg interesting but uneventful. Arrived on fuel berth at Rendsburg, looked after very ably by a most helpful Haven Meisterin who seemed to run everything, the harbour office, the fuel berth, the shop, the club, the café, no limit to her talents, what else might she provide? We were now directed to a box mooring nearby, I like these moorings which are common in non tidal areas. You drive in between two posts, hooking stern lines over each and the bowman leaps, or tumbles ashore over the anchor to secure the bow. One thing you do not put out are fenders as they can be ripped off passing the posts. Experience can be a hard teacher, however as we moved off the fuel berth the heavens blackened ominously and a roll of thunder was heard, so prudence being my watchword I shot below and dived into full oilies. As we went into the box the cloud burst and rains came lashing down like stair rods, turning to hail. The helm and deck crew had the boat in and tied off with Olympian speed and vanished below. I, in waterproofs, tidied up a bit then realised Richard was still standing on the dock having taken the bow ropes ashore, Hollered at him to get aboard and below, but when the engine had been turned off the boat had sprung back on the stern lines and he couldn't reach the ladder over the stem. By the time I had readjusted everything and got him aboard he may as well have been in swimming. Got down below to find the saloon now looking a bit like a Victorian laundry on a Monday morning. I wonder if the next boat could incorporate a mangle in the spec?

Short journey from here, through the final lock at which payment has to be made and into Keil, another lovely box mooring, look for a green disc and pile in. The disc system in Baltic marinas is good, A red or green disc is hanging in each berth, red keep out, green all yours. Final dinner in Keil, clean ship next morning and taxi to the airport.

Last time I traversed the Keil Canal it was mid March, about four years ago, and snow lay in drifts several feet deep. I had not given a thought to this possibility but apparently that is normal up there, so it was good to see it all again in 26C, everywhere now green and sunny. The second week was much kinder weather wise apart from the one thunder storm. A thoroughly interesting trip, a lot of motoring unfortunately but the boat was delivered on time despite the adverse elements suffered early on. Would I do it again? Of course.

Vic.

(I know Vic is our only YOSC connection with this delivery trip but I liked his story, Ed)

Forthcoming Training Courses

Interested in training?.....See the YOSC Newsletter for May 2011.

FOR SALE




JOUET 940 DECK SALOON 1986

Price £37,000.

GRP HULL, TWIN KEEL, LOA: 9.60m, LWL: 8.84m, BEAM: 3.30m, DRAFT: 1.2m.

(See the full detailed advertisement in the June issue of this Newsletter)

YOSC Programmes for 2011

YOSC Social Calendar 2011 (V11)		
Meetings are on Mondays and start at 8pm at the Sandhurst Social Club		
4 th July	<p>Speaker night</p> <p>Tristan Gooley* - The Wonderful World of Natural Navigation. A talk that starts with solo crossings of the Atlantic in a light aircraft and then a small yacht, before plunging into the very rare art of natural navigation. Tristan describes how his love of the subject grew from realising that electronics were getting in the way of a good journey and explains how he learnt to find his way using the sun, moon, stars, weather, plants and animals.</p>	
Friday 5 th August, 7.30pm	Event: BBQ at Blackwater Valley Golf Club	
5 th September	<p>Speaker night</p> <p>Aquaculture...</p>	Alex Adrian The Crown Estate, Marine
3 rd October	Speaker night, U-Boats in WW2	Adam Reay, Lymington Town Sailing Club
7 th November	AGM	
14 th November	Skittles night, at SSC as usual	
12 th December	Event: YOSC Christmas Party	

YOSC 2011 SUMMER CRUISES (v1)

Predictions from Belfield Tables
Issue Date 24th November, 2010
Sailing secretary Vic Crawshaw

Times are at Standard Port
Local Summer (BST/FST)

AM

PM

Date	Port	Standard Port	HW	HT	HW	HT
25 th June	To Fecamp Ferry Port Alternative Le Havre	Portsmouth Dieppe Le Havre	07.16 08.16 07.31	3.7m 6.9m 6.4m	19.50 19.48 20.08	3.9m 7.0m 6.5,
26 th June	Fecamp Le Havre	Dieppe Le Havre	09.17 08.33	6.9m 6.4m	21.49 21.08	7.1m 6.5,
27 th June	To Honfleur Lock times 24h	Le Havre Arrivals on hour Departures +30	09.36	6.5m	22.04	6.7m
28 th June	Honfleur	Le Havre	10.33	6.7m	22.56	7.0m
29 th June	To Deauville Lock times	Le Havre HW -3 to +4	11.24	6.9m	23.41	7.2m
30 th June	Deauville	Le Havre	12.10	7.2m		
1 st July	To Ouistreham Lock times	Le Havre HW ± 3	00.22	7.5m	12.54	7.5m
2 nd July	To Caen	Canal depth 2.5m				
3 rd July	To Ouistreham	Le Havre	01.36	7.9m	14.20	7.8m
4 th July	To Grandcamp Gate times	Cherbourg HW spr ± 2 nps ± 1.5	00.16	6.4m	12.45	6.2m
5 ^h July	To St. Vaast-la-Hougue Gate times	Cherbourg HW - 2.25 to +3.5	00.59	6.4m	13.29	6.1m
6 th July	St. Vaast-la-Hougue	Cherbourg	01.43	6.3m	14.15	6.0m
7 th July	To Cherbourg Ferry Port	Cherbourg	02.32	6.1m	15.05	5.8m
8 th July	Cherbourg	Cherbourg	03.25	5.8m	16.02	5.6m
9 th July	To Solent	Cherbourg	04.26	5.5m	17.08	5.4m
10 th July	Solent	Portsmouth	07.37	4.0m	F1	4.2m

EASTERN PROMISE (v1)

20 th August	To Shoreham	Portsmouth	04.01	4.2m	16.24	4.2m
21 st August	To Eastbourne	Shoreham	04.11	5.2m	16.34	5.2m
22 nd August	Eastbourne	Shoreham	04.58	4.9m	17.24	4.9m
23 rd August	To Dieppe	Shoreham Dieppe	07.25 07.25	6.8m 6.8m	20.02 20.02	6.8m 6.8m
24 th August	Dieppe	Dieppe	08.46	6.7m	21.25	6.9
25 th August	To Brighton	Shoreham	08.38	4.8m	21.08	5.0m
26 th August	Brighton	Shoreham	22.08	5.4m	10.37	5.7m
27 th August	To Solent	Portsmouth	11.06	4.4m	23.18	4.5m

YOSC 2011 SAILING PROGRAMME (v5)

Issue Date 1st March, 2011
 Predictions from Belfield Tables
 Vic Crawshaw (sailing secretary)

PORTSMOUTH
 HW HT HW HT
 AM PM

25 June to 10th July	Summer Cruise	Vic Crawshaw	07.16	3.7m	19.50	3.9m
30/31 July	Northney Marina	Dave Dray			12.15	4.6m
6/13 th August	Cowes Week	The Real One				
12/13/14 August	Poole/Lulworth Cove for lunch/ Studland	Vic Crawshaw	11.41	4.3m	23.53	4.4m
20 / 27 th August	Eastern Promise	Vic Crawshaw	04.01	4.2m	16.24	4.2m
10/11 September	Round the Island timed rally	Tony Nemeth	11.22	4.3m	23.35	4.3
20/21/22 September	Midweek getaway Littlehampton/Itchenor	Vic Crawshaw	04.55	3.9m	17.16	3.9m
29/30 th September 1 st October	Newtown Creek/Poole	Vic Crawshaw	00.56	5.1m	13.19	5.1m
1 / 2 October	Dan Bran Pontoon	Kevin Morgan	02.34	4.9m	14.58	4.8
8 th October	20 th Anniversary Event The Royal Maritime club	20 th Anniversary Group	10.10	4.1m	22.28	4.0m

YOSC Newsletter August 2011 : 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 25th July 2011.

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 (editor@yosc.org.uk) or disc and 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.