

YOSC

The **NEWSLETTER**
June 2018

Yateley Offshore Sailing Club



Commodore Ian Booker's Introduction

It is quite amazing how the weather has changed in the past month or so. Early in the year sailing was put off by some appalling weather, including snow, in late March. Fast forward to 5th May for the Island Harbour rally and the weather was glorious with temperatures in the mid-20s. The sunny early May bank holiday weather certainly encouraged an exodus to the south coast with busy roads, packed marinas and restaurants.

Moving on to the Littlehampton rally on 19th May the weather was mixed with pockets of sunny weather. In order to arrive just before HW at Littlehampton China Girl set off from Port Hamble early Saturday morning in some rather foggy conditions. Indeed little was seen until reaching the Portsmouth forts. From there on the fog dispersed and it was a pleasant sunny day. Light winds enabled a good sail down to the harbour marks of Street and Boulder. With the benefit of hindsight it was just as well that arrival at Littlehampton was programmed for an hour before HW as a Harbour Master's radio message noted that the harbour would be closed for 30 minutes each side of HW to enable a large commercial ship to leave Littlehampton.

For Saturday evening dinner the Arun View pub provided some excellent food.

The return sail to Port Hamble on Sunday 20th March did not go without incident. Upon leaving Littlehampton Harbour China Girl was approached and waved down by a large Police launch. Late on Saturday afternoon a WW2 German mine had been washed up on the beach between Littlehampton and Bognor. Plan was for it to be towed out to sea and exploded on Sunday afternoon. The Police launch was on duty to set up an exclusion zone in readiness for the mine to be blown up. The launch then accompanied us beyond the boundary of the exclusion zone. Within an hour we heard the dull thud of the mine explosion.

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.

A little later the Police launch and an accompanying inflatable overtook us on their return to their Portsmouth home base. Never a dull moment on this rally. Many thanks to Ian Skinner for his organisation of the Littlehampton event.

From a local television news report it would seem that the making safe of the mine was very successfully achieved.

Turning to future Club events we have a presentation by Club member Donal McDonnell on 4th June.

On Monday 11th June the Club has arranged a further RYA First Aid course. This course is now fully booked.

On Monday 18th June the Club will be running CEVNI endorsement tuition with a test paper for those considering future trips on European inland waters. Again there has been a good response for this Club course. The test at the end to the evening will involve applicants answering a test paper of 30 questions. Half of the questions are related to shore based signs, shapes and lights with the other half on vessel shapes, lights and sound signals. Both sections involve related col reg questions. To pass applicants must achieve 80% correct answers. The CEVNI endorsement to an ICC certificate is always useful to have in your "back pocket" for any future European inland waterway cruise.

From a rally perspective 9th June is now programmed for the revised sail to Dan Bran pontoon at Lymington. Saturday evening dinner will be at the Lymington Town Sailing Club. Graham Spence has kindly offered to organise this rally.

At the end of June plans are in place for the summer cruise to Normandy ports.

At the time of writing this introduction preparations are being made for the 30-31 May mid-week rally to Bembridge. The Entry list would seem to indicate that there could be up to 12 yachts taking part. Nick Judd is organising this one.

And finally the Club offers its Congratulations to Robert Hughes and his new wife Julie on their recent marriage.

Ian Booker, Commodore.

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.

A plea from the Editor, "The publication of the Newsletter is being delayed next month to allow for some scribe, please, on the YOSC Summer Cruise just enough time to get an inspiring report written and sent to me with a few photos in time to be included in the July issue, due to be distributed at the Monday meeting on the 16th July".

BRINGING 'FLIGHTLINE' HOME

(Final part, continued from May issue)

13th August 2017

We were pleased to slip from this dilapidated marina, although a little nervous as to how the port engine would perform. All was well and we went on our way to a beautiful spot, Port de l'Ilon, which was on a lovely peaceful lake. Arriving there at lunchtime we spent the afternoon peacefully soaking up some welcome sunshine and counting our blessings that we had arrived there with no further engine problems.

14th August 2017

Once again the following day we had no engine problems and we arrived at Poses where we were lucky to find the last available mooring. The electricity and water point were very nearby but rather annoyingly required tokens to receive either water or electricity! Tokens could only be purchased from the Tourist office which although was right opposite us was only open Wednesdays to Sundays! Today of course was Monday.

We asked a passer-by if he knew of anywhere else we could buy tokens but he couldn't help. However, 10 minutes later he returned with two tokens, which he had gone out of his way to buy for us, and refused to take money for them (2 euros each).

We decided not to plug into the electric as a token only gave 2 hours of electricity. Moored behind us was a Nordic tug pleasure boat, "Sinbad" with two couples on board, and one of the ladies was disabled, so we gave one of the tokens to them as they needed to take on water.

15/ 16th August 2017

Leaving Poses we were relieved to pass through our last lock of this long voyage (the 181st), although it was fairly deep – 5 metres. Hooray no more locks! We arrived at Rouen with no further incidents and intended to stay 3 days. The following day we walked 25 minutes to a nearby Intermarché to buy provisions, and then spent the day doing boat maintenance, laundry etc.

The Place du Vieux Marché, (Old Market Square), Rouen is where Joan of Arc was burnt at the stake, on 30th May 1431, by us Brits, - cruel lot we were then!

17th August 2017

We had intended to do a bit of sightseeing today in Rouen, but having checked the various weather forecast sites, Robert decided it was advisable to go to Le Havre today as the weather for the Seine estuary was forecast to be worse on Friday and Saturday. Also we needed to catch the ebb tide which would give us an extra 3 knots of speed over the ground. The passage between Rouen and the sea has to be planned quite carefully for both directions.

As we approached the entry into Honfleur, we considered going in there as the weather had deteriorated with heavy showers and a short fetch between the waves, and being buffeted around a little. However, as there was no waiting pontoon at the Honfleur lock, which only opens on the hour, we decided to carry on out into the estuary and eventually into the marina at Le Havre, where we were allocated a good mooring on the visitors' hammerhead. The marina was a joy to be in, especially as we now have only one passage to make in order to reach the UK and Portsmouth – our final destination. We couldn't be in a better place to stay and await good Channel crossing conditions, though the forecast for the next few days was not brilliant.

18th /19th August 2017

Robert's study of the weather sites proved to be fruitful, convincing us to make the trip from Rouen to Le Havre a day early, as today the wind howled, making the lanyards on the sailing boats sing in the harbour, and with spray coming over the harbour wall. We are very well moored up with several lines and so are quite secure. Due to the weather today we spent the day on board catching up with jobs in readiness for our cross Channel trip, as soon as the weather allows.

Reading the guide book, it seems Le Havre, (which means the Harbour) was originally built as the harbour for Rouen in the 17th century. It was completely destroyed by the British bombing of WW2, and has subsequently been rebuilt. The architect given the task of rebuilding the town did so in the same style of the old town with American style streets running perpendicular to each other, giving a grid system. The grand St Joseph Church is a Roman Catholic Church, visible from the marina and was built between 1951 and 1957/58 acting as a memorial to the five thousand civilians who died in WW2. The tower is 107 metres tall and acts as a beacon visible from out at sea, especially at night when illuminated. Although the design of the church from the outside leaves a lot to be desired, inside it is quite dramatic, with some of the original stained glass windows and looking up the 107 meter tower with a spiral of red organza spiralling skywards, it is very thought-provoking.

20th August 2017

Having studied lots of different weather sites, it appeared that we may be forced to sit it out in Le Havre for perhaps a week. There did appear to be a small weather window for that afternoon, but Robert was slightly concerned that there had not been enough time for the sea to calm down from the winds of Saturday evening to ensure a smooth Channel crossing. However, Monday was looking no better, with a small weather window again on Tuesday. The next decent forecast was not until the weekend, so we may have to spend a whole week in Le Havre.

In the end we made a decision to go at 13.00hrs, and if it was too rough, then we could always return to the berth as we had paid for it for the night. Although choppy outside the harbour, the sea flattened out as we made our way into deeper water. Suddenly both the engine temperatures went up, so we turned around and began to make our way back. No sooner had we done that both temperature gauges settled down to normal. So about turn and on our way again. The seas were the top end of slight to moderate with a one metre swell. The boat however was riding the fetch well, and so we continued.

About two and a half hours into the passage this time the starboard engine started to lose power, with the rev counter going up and down. Clearly there was a problem, so we turned off the engine and ran under one engine. We were not quite half way, and needed to decide whether to continue or turn back. We started the starboard engine again, and it then operated normally for another half hour, before starting to lose power again. Playing around with the engine at different engine speeds it seemed to settle down again, then after twenty minutes or so it would lose power again. By this time we concluded that there must be a fuel problem with either the fuel filter or dirty fuel. By now we were just over half way, so we decided to press on towards Portsmouth. A little while later we were able to contact Solent Coastguard and advise them of our problem, so at least someone knew what was happening.

The engine continued to play up, so every now and again we turned it off to give it a rest. As we came into the lee of the Isle of Wight, it started to rain and the visibility reduced to 500 yards. We had imagined ourselves steaming in under full throttle in mid-day sunshine. What a let down!!! Welcome back to the English weather. We finally berthed on our allocated berth on H35 in Haslar at 6.15 in the evening, and in spite of the weather we were very grateful that we had finally made it back to Portsmouth. It took some time to realise that this was the end of our adventure and for it to sink in what we had actually

achieved. As planned we cracked open a bottle of bubbly to celebrate our safe arrival, and feeling much more relaxed we enjoyed an excellent meal in “Mary Mouse 2” the converted lightship in the harbour.

All that remained now was to arrange for Flightline to be thoroughly serviced and all the interior, including engine bays, cupboards, drawers etc. to be thoroughly cleaned after the ingress of all the black, greasy soot.

Flightline had been our home for three months and had looked after us well, although once or twice during the voyage we had considered arranging for her to be lifted out of the water and taken home by lorry. What an undignified end to the adventure that would have been! So having brought us home in one piece Flightline was now due some tender loving care and a thorough clean and service and of course a new bow thruster and other repairs.

The journey had covered over 2,000 miles, and involved negotiating through 181 locks and passing under 618 bridges, most of them with a clearance of only 3.5 metres, requiring the arch and hood to be fully lowered – oh yes and 8,000 litres of diesel!!!.

Where would our next trip take us? Definitely somewhere closer to home and hopefully trouble-free. Robert says he always plans for a completely uneventful passage, but a friend of ours commented, after a fifty year career at sea, “all sea passages are eventful, but some are more eventful than others!” Our view is that boating involves long periods of tranquillity interspersed with occasional moments of sheer panic!



Some two weeks later we returned to Portugal for a few days, in order to bring the Freelander back to the UK. Needless to say when we arrived the battery was flat and we needed the Portuguese version of the AA to sort it out for us. Actually they were very efficient and we had it working by the afternoon of the day of our arrival. A week later we had an uneventful passage back on Brittany Ferries with the Bay of Biscay absolutely flat calm – Oh why could the Channel have not been like that!!! So both car and boat are now back in the UK.

THE END

Midweek Rally to Yarmouth 25-26th April 2018

The weather forecast for this trip was not good with strong west to south west winds, so I planned an early start with breakfast on the way as the winds were supposed to increase later.

I arrived with my crew Mike Purdy and Lindsay Betteley on the Tuesday night. Wednesday morning we were up at 7AM ready for a 7:30 start. On starting the engine I noticed that the water flow from the exhaust did not seem as much as normal, but a quick check on the raw water filter did not find any problem. It had been good just 4 weeks earlier, so I convinced myself it was OK and we slipped the mooring. Just as we left Nick and Deborah arrived at their boat, which is moored directly opposite mine.

After the engine had warmed up I noticed steam coming from the exhaust, so we detoured to Hasler marina for further checks. The engine bay now had half a bucket of water in it, so I mopped it up. On checking, the pump impeller and gasket looked good so we started the engine again and I could then see lots of water coming from the pump behind the water seal. So that was the end of our trip to Yarmouth. We could get back to my mooring but could not use the engine for much further. With strong winds forecast, I did not think it was sensible to travel without a reliable engine.

A quick mobile call to Nick confirmed he was about to leave and would take us with him to Yarmouth.

We got back to the mooring as quick as possible, grabbed what we could including a box full of nibbles and wine for the pontoon party, and jumped on to the power boat Fou De Bassan (Crazy Gannet?). Nick then informed us that he was not returning until after the weekend. No problem we said, hoping we could get another boat back with our friendly club members!

9 Knots straight into wind made short work of the trip to Yarmouth, but I was less impressed when Nick worked out how much diesel he had used. Oh well, better stick to sailing boats!

When we arrived Chris and Lorraine on Tempus Fugit were already there. They said they had arrived the night before, and talking to them they offered berths for two crew and could take us all back to Gosport. That was our problem solved. Thanks very much to Chris and Lorraine, and Nick and Deborah.

I went into town with my crew for breakfast and dinner together with a few pints now that our problems seemed to be solved.

On return I found that Northern Song and China Girl had arrived and Octavia was just mooring up. Despite the weather 5 boats had arrived and only Serene had failed to make it!

As the mooring was a little windy Nick said we could hold the pontoon party on Fou De Bassan, so thanks again to him and Deborah. Shortly after 4:30 others began to arrive, warm sausage rolls, pork pies and various nibbles were washed down with three bottles of wine, together with plenty more that others had brought. We just finished in time for a smarten-up for dinner.

The meal at the Royal Solent Yacht Club was excellent, and the view out over the Solent is one of the best, at least until it got dark. Everyone enjoyed the evening and we left quite late.

The next morning was bright and sunny. China Girl had left early, and after a walk and a spot of shopping we left on Tempus Fugit about 1PM and had some lunch on the way. We only needed the Genoa out with the strong westerly wind and we were soon back at Gosport.

Back on my boat I unbolted the water pump and took it home for repairs.

Jim Fayers.

The Littlehampton Rally 19-20th May 2018

Friday afternoon Mike Purdy, Pam Ward and myself boarded "Serene" meeting Jim Fayers. This was to be my first "sail" for some 8 months. We ate locally and viltled for the weekend with a forecast of sun, warmth, dry but little wind so planned to use the iron horse. A few beers & rum and rest. It was good to be back on board again.

Saturday after a quick breakfast of tea, egg & bacon roll and coffee we slipped Royal Clarence Marina at Gosport noticing that "Fou de Bassan" (Nick & Deborah Judd) had already slipped. With so little wind we knew we were to motor most of the way at least until the wind

increased but just outside Portsmouth harbour we hit a thick bank of coastal fog. Horns blasting away all over the place coming our way & going the other and "where is that fort" we were saying. With GPS, plotters and Mike's Seapro we knew precisely where we were but of course where were the other much bigger vessels? That's when our AIS kicked in and soon we were passing through the submarine barrier mid-gap. The fog eased and almost cleared as we sailed away from the coast. Soon we had sail up but still motor/sailing. Through the buoys at Selsey Bill (Boulder and Street) on a better point of sail and off went the engine. Bliss, for a while anyway, as we soon heard that Littlehampton was to close entry to the harbour at around 1430 (our ETA) due to movements of a very large vessel. Not to be left outside, back on went the engine. *(We have to assume that Jim had successfully fixed his water pump problem. Nice to have the follow up, Ed).*



Yes we made it in time finding "China Girl" had just arrived and moored so we rafted off her, ferry-gliding perfectly alongside. Then we noticed that "Fou de Bassan" was also moored obviously having arrived on the Friday evening.

At sea there was certainly a "nip" in the air but in harbour it was sunny and hot. Just the ticket for our event. Not long after, "Buddle" arrived to complete our fleet. Drinks and a light lunch helped our arrival. We needed a "shop" for more beer of course, oh and something to eat. When Mike returned carrying a heavy shopping bag boarding "Serene" the lower step gave way. Jim was aghast with the damage but Pam & I repaired





Mike's "broken" leg. We prescribed a miracle medicine that had to be chilled (beer). It hit the spot, after all we were both YOSC trained First Aiders. 1645 and it was Drinks & Nibbles on the pontoon for all 14 of our party. Our own drinks but with nibbles and splendid sausage rolls prepared by Christine (Booker).

Soon it was time to mosey along to the Arun View pub. We all were seated at an "L" shaped table with plenty of room. First drinks, then our meals that I have to say were the best yet from this pub, and very much enjoyed by all. Back on board for a nightcap and rest looking forward to a late rise on the Sunday morning.

Sunday morning on "Serene" at 0711 "Bang" and the boat moved waking us all up with a start (and a few unpublishable comments). With limited dress we rushed on deck just to see a small white open motor boat some 100 metres away. We couldn't make a proper inspection of the damage but it was very obvious where it was. Jim thought the boat moored just south of the Ferry section of our pontoon and decided to confront the Skipper. He denied any knowledge of the incident but Jim took a note of the boat's name just in case. After some time trying to contact the Harbour Master on their 24 hour mobile number he was eventually successful and checked their 4 camera CCTV. BINGO! Got him! It showed he was moored on the pontoon at 0330 and probably earlier and hadn't paid mooring fees. The CCTV showed him slip, nudge "Buddle" then crash into "Serene", move along to the pontoon and pickup 2 passengers, probably for a days fishing. It is also a regulation in harbour that all incidents no matter how trivial have to be reported to the Harbour Master and this certainly was not the case. HM was certainly confident in tracking the vessel. Well that woke us up for teas and breakfast. Much later a walk along the east sea front and back for lunch from "Fred's" fish & chip shop before we slipped at 1300. We were the first to depart motoring out of the harbour with over a metre under our keel then up with all sail motor/sailing then just sail. Bliss again.

We heard on the VHF that there was to be a controlled explosion of a WW2 bomb found on the beach nearby. It was to be towed 2 Nm out to sea with a 1 Nm exclusion zone and detonated late afternoon. We thought our passage would clear the zone however nearing the area a black POLICE rib came alongside. They were greeted from Jim with the call "we weren't speeding". Just a crack of a grin from the Officer on deck with the reply ordering us to head south. The bomb was actually detonated at around 1745 as heard by "China Girl" who slipped just before 1500. Our sailing was great making almost 7 knots until we passed Selsey Bill when the wind just died. Down sail and a donk to our mooring in Gosport in the still full and strong sunshine. Mooring was tricky with a cross tide but accomplished with experienced ease by Jim. Surprise, surprise, "Fou de Bassan" was already on her mooring obviously having made her passage at a slightly better speed than ourselves. A quick clear-up (Jim was remaining on board) and we departed. A great time had by all.

Many thanks Jim for my first sail since October last year.

Terry Paynter.

2018 Bembridge Rally report, Wednesday 30th May - Friday 1st June

Most of the ten YOSC boats attending the rally had a good fast passage across to Bembridge, some arriving well before high water. We were all berthed together on the Duver pontoon and welcomed by the berthing master Edward and Harbour Ops manager Gordon. YOSC Skippers and crews from China Girl, Serene, Aibrean, Tempus Fugit, Adat, Constance, Mygal, Miranda and Lady Grey gathered for pre dinner drinks and nibbles in and around Fou de Bassan in the late afternoon sun hosted by Nick and Deborah.

Any potential late night revellers contemplating a walk back were thwarted by the closure of the embankment pathway to the Brading Haven Yacht Club due to the crumbling walls of the Bembridge Mill. So all thirty hungry crew retired to the rally dinner by three packed water taxis but with a stern warning about a 10:30 last water taxi curfew or It's a very long walk back via St Helens in the dark!!



The Caterers at BHYC had warned us that temporary arrangements were in place following an unfortunate motorbike accident to Chris the chef and his partner Emily the Catering manager. A three course rally dinner was enjoyed by all including a local IOW cheese board. But even this was surpassed by the live music provided by the 'Ken Young Band', a local IOW three piece Tribute band. The Seawych Owners Association have their annual week long Bembridge rally over the half term holiday and they have engaged this band every year to dance to. So many YOSC rally attendees were also encouraged to get up and strut their moves on the dance floor.



During the band's interval we were royally entertained by a Seawych member, who dances to international level, with an Irish Solo Stepdance and an Irish tap routine. She was just brilliant. Many thanks to the Seawych Owners Assoc for their hospitality and especially Martine & Jeremy Foster their rally organisers. The water taxi ride home was made in an eerie thick fog, the yachts completely invisible until we were close alongside.

Some YOSC crews opted to stay an additional day for a delicious crab lunch across the harbour at the Best Dressed Crab cafe and then a wet walk to Bembridge Windmill and village shops. Our youngest crew member joined in with the Seawych crabbing and rowing competitions and made lots of new friends and was really disappointed when we bade farewell to them on Friday's high tide.

Thanks to all the YOSC rally attendees for making it such a memorable event, hopefully you all had fair winds and good sailing to your home ports. Looking forward to seeing you all again next year.

Nick and Deborah Judd

Solent Forts for Sale

Knight Frank has put on the market at a guide price of £11m, the Solent Forts – No Man's Fort, Spitbank Fort and Horse Sand Fort.

The Solent Forts are located in the Solent between Portsmouth and the Isle of Wight and date back over 150 years. They were commissioned when it was believed that the French, led by Napoleon III would invade Britain. The forts were strategically positioned sea defences built by the British Prime



Minister, Lord Henry Palmerston.

Solent Forts, No Man's Fort

The Forts later housed soldiers in both the First and Second World Wars.

Their 'island' locations are marketed as two or three boutique hotels, luxury retreats, as private residences, or a combination. Knight Frank states that an investment of around £8m was made by the current owners and the business has a turnover of approximately £4m net.

I have the following items of boating equipment which are no longer of use to me:

1. Jotrun Lifebuoy Light (needs batteries)
2. 2 different types of easy adjustable fender holders that will clip round guardrail (either stainless steel or wire). There are 10 of each sort.
3. A ladies medium weight sailing jacket and a Musto sailing hat (colour – red)
4. A Blue fender step (can be fitted to either side or bow of boat)
5. A WAECA Perfect Power Inverter for converting 12v DC to 230 volt AC 50 Hz 150W.

These are free to anyone who wants them on a first come first served basis. I can be contacted direct on 01276 22014 or mobile 07729 260918, both of which have voicemail.

Robert Hughes.

Autumn Cruise 2018, 25th Aug to 1st Sept

The programme is much the same as last year's which was deemed to be a success. Dorset coastal towns have a firework display every week through the season so we could well see at least one display. We have booked the Weymouth and Poole berths so they are fixed but the other stops depend on the weather.

	HW Dover	Range m	Port
Sat 25	1135	4.9	Studland
Sun 26	1207	5.2	Mupe or Portland
Mon 27	1238	5.3	Weymouth
Tue 28	1307	5.3	Weymouth
Wed 29	1334	5.3	Portland or Mupe
Thu 30	1402	5.3	Poole Quay Boat Haven
Fri 31	1434	5.3	Poole Quay Boat Haven
Sat 1	1512	5.1	Home port

Notes

Lulworth ranges non operational so all Purbeck Walks open

The choice of Mupe or Portland depends on weather forecast but we get 2 chances of going to Mupe Bay.

I look forward to a grand time in my home county.

Chris Wright

QUEEN'S HARBOUR MASTER PORTSMOUTH NEW GILKICKER PILE ESTABLISHED

1. A New Starboard Hand Pile (Oc G 10s) has been established in position 50 46.35N 001 08.46W due south of the previous Light on Gilkicker Fort.

YOSC Programmes

Social Programme 2018

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

Mon 4 June	Donal McDonnell Lest We Forget
Mon 16 July	David Munks, RNLI, Yacht Safety
Mon 6 Aug	BBQ at the Blackwater Valley Golf Centre
Mon 3 Sept	Tim Ferrers, Hampshire and IOW Wildlife Trust Secrets of the Solent

Mon 1 Oct	TBA
Mon 5 Nov	YOSC AGM at the SSC
Mon 3 Dec	Christmas Party

Sailing Programme 2018

June 9	09:01 4.0	Lymington Rally to Dan Bran Pontoon with dinner at Lymington Town SC.	Graham Spence
June 23 to July 8	08:24 4.0	Summer Cruise (Normandy)	Ian Booker & Jim Fayers
July 18 Wednesday	16:27 4.6	Midweek to Folly Inn, Medina River.	Jim Fayers
July 28	12:47 4.4	Newtown Creek Rally and BBQ	Tony Nemeth
August 11	12:04 4.8	Round the Island Time Trial with local Clubs, berthing at Dan Bran, dinner at Royal Lymington YC.	Ian Booker & Chris Wright
August 25 to Sept 1 st	12:24 4.5	Autumn Cruise westward to Weymouth	Chris Wright
Sep 15	16:02 4.5	Rally to Chichester Marina with dinner at Chichester YC	Pam Ward
Sep 29	14:48 4.6	Beaulieu River Rally to Gins Farm, dinner at the Royal Southampton YC	Jim Fayers
October 13		Laying up supper at Frog & Wicket, Eversley Cross.	Mike Purdy

Next YOSC Newsletter July 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 **10th July 2018**, and the Newsletter is to be distributed at the **SSC** on Monday 16th July 2018.

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