

# YOSC

The **NEWSLETTER**  
**May 2017**

## Yateley Offshore Sailing Club



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

The past month saw the 2017 YOSC inaugural sailing rally to East Cowes on 8<sup>th</sup> and 9<sup>th</sup> April. The event was very well attended with 9 yachts, including 2 guests taking part. The YOSC yachts were Minke, Lady Grey, Miranda, Elizabeth A, Serene, Nefertari and Gilliatt. The fortunate thing was that as we had more than 8 yachts attending all rally participants were able to receive a 10% berthing discount. The weather conditions were good and I must say that the dinner provided by the Life Boat at East Cowes was very enjoyable and value for money. Great to get the 2017 sailing season off to a good start with a very enjoyable rally. It was also good to note that 5 of the attending YOSC yachts gave crewing opportunities to non-boat owning Club members.

For the initial rally I crewed on Chris Wright's Nefertari. On our sail towards the eastern end of the small boat channel approaching Cowes it was apparent that the area contained many poorly marked fishing pot buoys. Within our general sailing area similar hazards exist all over the Solent and indeed to the approaches to Chichester and Littlehampton Harbours. All of these present a potential hazard that could result in a fouled propeller. It was therefore with interest that I read a recent article in the Practical Boat Owner noting that the Cruising Association had instigated a parliamentary petition calling on DEFRA to introduce actions to improve the marking of static fishing gear. According to RNLi records it seems that during the past year there were 295 incidents involving static fishing gear fouling propellers. Based on these figures it appears that the Cruising Association's petition is extremely justified. The parliamentary petition has attracted about 2700 signatures so far. To have any impact at

**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 and afterward in his camper van around UK. 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.

© Yateley Offshore Sailing Club – 2017

least 10,000 signatures are required to instigate a government action or with over 100,000 for the subject to be debated in parliament. Any help that members can give in pushing up the number of signatures would I am sure be greatly appreciated by all who sail in UK coastal waters. Just “google” parliamentary petitions and scroll down the current petitions list until you get to petitions containing circa 2,700 entries and you will find the fishing gear item. It is then a simple task to add a signature.

The coming month sees a number of Club rallies. Preparations are being made for the May bank holiday weekend fun and games rally to Island Harbour in the Isle of Wight. We are hoping to do a last minute “stop press” article regarding the rally within this newsletter. Later in May rallies to Southampton (Ocean Village) 12<sup>th</sup>/13<sup>th</sup> May, followed by mid-week rallies to Bembridge and the Folly Inn (24<sup>th</sup> May and 30<sup>th</sup> May respectively) are planned. Please note that the Folly Inn rally has been brought forward by a day to that initially shown in the Club 2017 brochure. Recent newsletter rally summary information has, however, indicated the revised date.

In respect of the Southampton (Ocean Village) rally the arranged VTS (Vessel Traffic Services) visit on Friday 12<sup>th</sup> May is now fully subscribed with 16 members hoping to attend. As noted previously the Club will be happy to arrange a further VTS visit at an alternative time and date should there be sufficient interest. Very much look forward to the VTS visit to find out about ABP (Associated British Ports) coordination of all Southampton shipping operations. May also sees a potentially very interesting talk about Broadmoor. This will be given by Mark Stevens and is programmed for Monday evening 8<sup>th</sup> May.

The past month saw the conclusion of the Club’s initial 2017 RYA day skipper course with 5 candidates receiving their certificates.

The Club give a very warm welcome to new members Maggie Ingham and Rael Winetroube. Look forward to their attendance at coming events.

## 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.

---

### 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
Martin Croombs	07904 969774	Allun Proom	01276 64897 / 07885 797226
Pam Ward	07910 034698	Bob Crocker	01252 404180 / 07940 918973
Harry Jemmeson	01189 780900 / 07887 705211	Ian Skinner	01276 31241
Edi Juon	01256 354840 / 07775 795100		

### Crewing opportunities –

#### Adat

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

For 2017 the RYA have introduced some minor changes and additions to the Coastal/Yachtmaster theory assessment papers. In respect of practical RYA assessments the previous distinction between tidal and non-tidal testing will no longer apply. In all new practical assessments all those who undertake the course must come away with a basic knowledge of the consequences of tidal height changes.

For the new Coastal/Yachtmaster theory assessments it would appear that some of the questions may involve consideration to be taken into account for atmospheric pressure when calculating tidal heights. Standard or base atmospheric pressure is 1013 hPa (hectopascal) or millibar in days gone by. For sailing purposes an atmospheric pressure increase of 1 hPa would lower the sea level by approximately 1 cm. A high pressure of say 1033 hPa would therefore lower the sea level by 20 cm (8 inches). Could be significant when answering a question relating to the timing of crossing a sill. The reverse of course applies for atmospheric pressures lower than the norm.

Previously Coastal/Yachtmaster assessment papers included a specific section on weather related matters. This included estimating certain conditions and forecasts based on synoptic charts. It appears that this section of the assessment has been removed. Interpretation of weather, wind and forecasts from synoptic charts and observation of cloud formation will become part of questions relating to the preparation of a passage plan.

Under the previous format there were three elements:-

Technical Navigation, involving all of the traditional items of plotting course to steer, estimated position and tidal heights. These generally related to secondary ports and involved interpolation of tidal flow.

IRPCS: - With students being questioned on “rules of the road”, shapes, lights and actions to be taken in poor visibility including sound signals.

Weather. The student being required to interpret synoptic charts, cloud formations and weather fronts.

Changes to the assessment have now been made by the RYA to try and make the assessment take on a more practical feel.

The new assessment will still include the traditional Technical and IRPCS papers. The weather section of the previous format, as noted above, will be replaced with a passage planning assessment. This assessment will be split into two sections involving a pre-assessment and a final examination paper.

For the pre-assessment element students will at the commencement of the course be given all information relating to a potential sailing trip of 60M or more. The information will include vessel details, location of departing and arriving ports, and weather forecasts. During the duration of the course the student will be required to prepare the passage plan as and when the related course matter is covered. If this process is following it is considered that it will be of great help in taking the final test paper.

The final test paper for passage making will last for 3.5 hours. An “Appraisal and Planning” element will last for 1.5 hours followed by an “Execution and Monitoring” paper of 2 hours duration. Both elements of the paper will include some short answer questions. Many parts of the test paper, in addition to tidal flow and tidal heights, will include interpolation of weather forecasts, changes in wind direction due to potential land and sea breezes, reading cloud formation and all other related matters that could have an impact on the planned sailing trip. It is understood that the pass mark would be achieving at least 60%.

### **Ian Booker**

*Editor's Note: The SI unit of pressure is the Pascal. 100 Pascals = 1 hectopascal (hPa) which is the international unit for measuring atmospheric pressure and is equal to 1 millibar still frequently used in weather reports and forecasts.*

## YOSC Fitting Out Supper at East Cowes – 8<sup>th</sup> April 2017

Not on my own yacht but this time an invitation to join Elizabeth-A. It was forecast to be a dry weekend with very warm temperatures on the Saturday, hot on Sunday and on land it was true but at sea one required an additional layer (or two). We slipped Marchwood YC just before mid-day on the Saturday with Graham & Mary Collins, Allun Proom and myself in very little wind and the promise of using the (new) iron horse or possibly tacking up Southampton water with the



wind on the nose. It was to be tacking and we found we had made some 4 to 5 knots which was much more pleasant than motoring. Out into the Solent and we continued finally dropping sail just before entering the Eastern entrance into Cowes Marina. We motored easily to our mooring where around 9 YOSC boats met forming our rally. A quick lunch before drinks, nibbles and bringing ourselves up-to-date with visits to other boats and seeing what's new or what improvements they had made or what is planned. The weather inland by now was rather warm and what an enjoyable change. At around 19:00 we all congregated in the Lifeboat restaurant for drinks and our meals, followed for some by more drinks to end the evening. The food was good, worth the money and also worth the short wait. After we each made our way back to our mobile homes on the water it was getting rather cold and one needed a coat. Back on board and rest from the day's enjoyment.

Sunday came with the promise of another hot day with a clear sky and full sun with the heat building quickly. English breakfast with tea and coffee for us whilst gradually our YOSC fleet disseminated hopefully "sailing" to their respective home berths. Elizabeth slipped around 10:30 with just a breeze but by the time we exited Cowes up went all sail all the way to just north of Hamble entrance for an anchorage for lunch in the cockpit. Within minutes another 3 yachts joined us. It was windy but warm and we just had to demolish the remnants of 3 bottles of wine (between all 4 of us of course). After an hour we raised anchor and motored back to Marchwood's pontoon on a 20 minute maximum wait to unload giving Allun and myself just enough time to beat the closing bar and an enjoyable pint outside in the sun. After I quickly guided Allun around Marchwood's boat yard (the historical bit), we joined Graham and Mary who had stowed the dinghy and outboard and finally made our way home. Another pleasant surprise was that the motorways were rather free of traffic making our journey just over the hour.

My thanks to Graham & Mary for such an enjoyable weekend and of course Allun for his company (and the cooked breakfast).

**Terry Paynter**

---

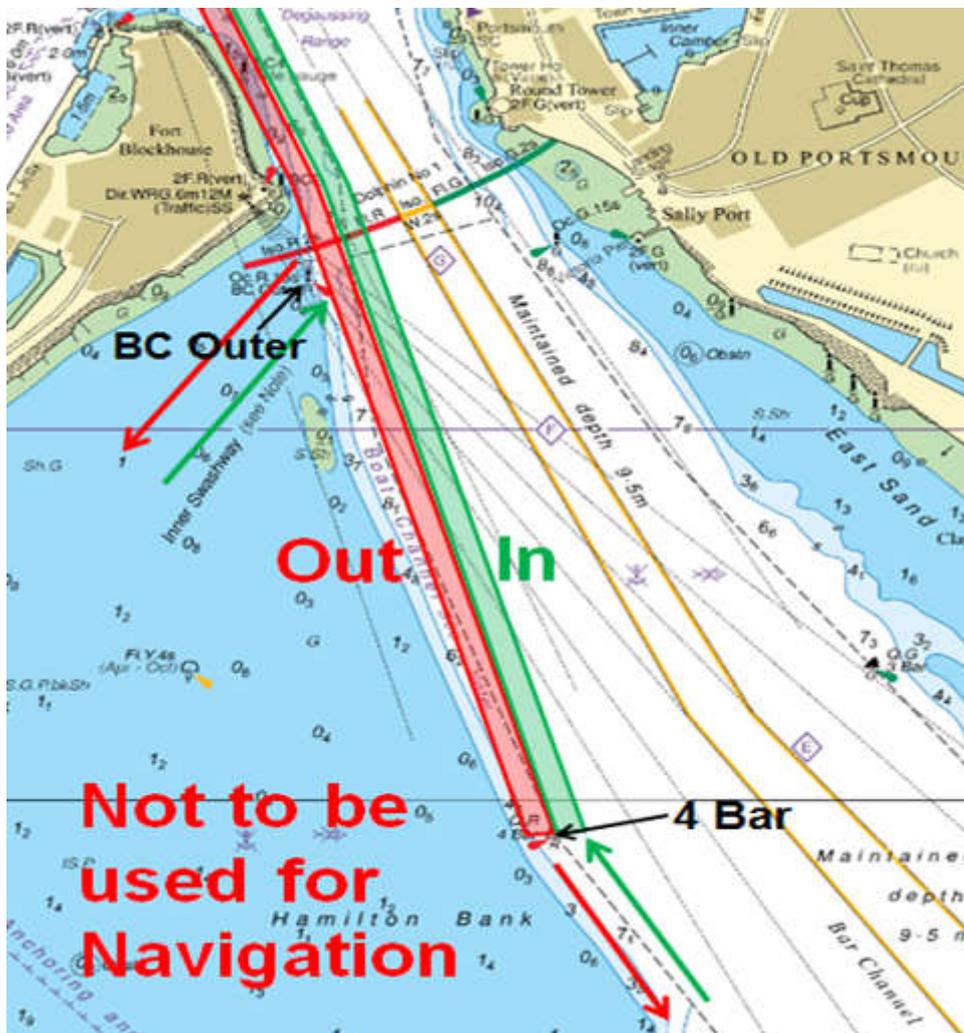


## QHM Portsmouth

### QUEEN'S HARBOUR MASTER PORTSMOUTH PORTSMOUTH SMALL BOAT CHANNEL UPDATE

#### LNTM No 24/17

1. **NOTICE IS HEREBY GIVEN** by the **Queen's Harbour Master Portsmouth**, that following the widening and re-orientation of the Portsmouth Approach Channel, as depicted on the newly published Admiralty Chart 2625 (2 March 2017), further adjustments have been made to the positioning of the Small Boat Channel that runs between 4 Bar Buoy (50 46.97N 001 06.48W) and Ballast Pile (50 47.62N 001 06.83W). This notice supersedes LNTM 23/17 (Small Boat Channel Re-alignment) and should be read in conjunction with the regulations contained in General Direction 7/10 (Portsmouth Harbour Entrance – Approach Channel, Small Boat Channel, Swashway and Inner Swashway



2. Following the widening of the Main Approach Channel, the location of the Small Boat Channel over a somewhat narrower and steeper slope has resulted in a reduced tolerance for small craft straying out of the edge of the channel before they experience shoal depths. For this reason, the route of the channel and traffic management measures have been subtly amended in order to simplify the monitoring of vessel positioning and to reduce the potential

for inbound and outbound vessels to force each other in to shallow water or the Main Approach Channel respectively.

3. Remaining approximately 50 metres wide throughout its length, the most significant changes are that all vessels using the Small Boat Channel are to leave 4 Bar Buoy to port, whether heading inbound or outbound, and that north of this point, the channel has been straightened from the route currently shown on new edition Chart 2625. Vessels navigating along the Small Boat Channel should now follow a line that passes from 4 Bar Buoy to approximately 25 metres east of BC outer (as depicted), keeping other passing small craft on their own port side.

4. Vessels approaching or departing the small boat channel to the south, particularly at low water, should follow the line of the port lateral buoys in order to avoid grounding on the SE corner of Hamilton Bank, turning to follow the line of the channel in vicinity of 4 Bar Buoy.

5. In vicinity of BC Outer (red beacon), all vessels should pass to the east of the beacon except those joining or leaving the Small Boat Channel at the Inner Swashway who are to leave it to port accordingly. This area can become extremely busy, particularly during the summer months, and mariners joining here should converge with caution and avoid forcing others out in to the middle of the harbour entrance. Similarly, all mariners should be alert to strong cross currents in this area which can sweep vessels in to the main channel.

6. All vessels less than 20 metres in length are to use the Small Boat Channel when entering or leaving Portsmouth, unless specifically exempted from doing so by the Queen's Harbour Master. Furthermore, craft using the Small Boat Channel are legally required to comply with the measures contained in General Direction 7/10 (Portsmouth Harbour Entrance – Approach Channel, Small Boat Channel, Swashway and Inner Swashway). In particular, small craft are not to cross the Main Approach Channel until north of Ballast Pile or South of 4 Bar Buoy; should avoid loitering in the Small Boat Channel; should adjust their speed to remain in the Small Boat Channel rather than overtake and be forced in to the main channel.

7. The Harbour Entrance and Main Approach Channel is considered a Narrow Channel in accordance with the International Regulations for Preventing Collisions and Sea (COLREGS) and as such, all mariners are reminded that in accordance with Rule 9(b) *"a vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway"*; vessels over 20 metres in length are classed as the latter, are not to be impeded, and conversely are not permitted to enter the Small Boat Channel or Inner Swashway except in an emergency.

8. Further information can be found on the QHM Website at [www.royalnavy.mod.uk/qhm/portsmouth/regulations/small-boat-channel](http://www.royalnavy.mod.uk/qhm/portsmouth/regulations/small-boat-channel).

9. Cancel LNTM 23/17.

View notice online at:

<http://www.royalnavy.mod.uk/QHM/Portsmouth/Local-Notices/LNTM/2017/1724---PORTSMOUTH-SMALL-BOAT-CHANNEL-UPDATE>

---

## Letters to the Editor

Dear John

I looked up the site out of nostalgia for happy days spent in sailing company. We miss our sailing days and boat ownership but now in our 80s we remember occasionally our travels and experiences - that freedom.

It's great to note of the club's activities and I'm proud to have had some hand in the early days.

Keep well and please pass on to my past sailing pals my best wishes.

Living up in Stoke on Trent we can look out on some water in the Central Forest Park where once there was an open cast mine. We had to have some water in sight especially evening skies reflecting on it. One never loses that eye on the sky and barometer.

Best wishes to all who remember me and keep well and active.

Sincerely Rosemary (Bateman) Myatt

*Editor's Note: Those Members who joined YOSC before 2005 may remember Rosemary Myatt (formerly Bateman) who was a Founder Member (No. 3) and served on the Committee in several roles including Social Secretary, Vice Commodore and as our second Commodore from 1995 to 1997. I served as Rosemary's Vice Commodore and accompanied her to a RYA Commodore's Reception to meet The Princess Royal as Rosemary's husband, Bill Bateman was very poorly and sadly died shortly thereafter. Rosemary owned a Trapper 300 "Ren" and following her marriage to John Myatt, moved from Crowthorne to Fowey and helped run a sailing school and after his retirement, they became "Blue Water" sailors. Rosemary is now living in Stoke-on-Trent and if any Member wishes to get in touch, I will pass her email address.*

---

## **Island Harbour Rally 29th April to 1st May.**

The Island Harbour rally attracted a recent record number of entries with 11 yachts initially hoping to attend. As events transpired 10 yachts attended (Nefertari, Miranda, Elizabeth A, Phoenix, Lady Grey, Minke, Buddle, Wish, Sunbeam and China Girl) with a skipper and crew total of circa 30 members. Great to see a tremendous turnout. A pleasing point to note was that many of those attending gave opportunities for non-boat owning members to crew.

Saturday 29th April provided good weather for the relatively short sail to Island Harbour. High water Cowes was 13:43 BST at 4.3 m with free flow through the Island Harbour lock commencing at 12:43 As a consequence most YOSC arrived during the early free-flow period. Winds were light and did allow some sailing. Saturday was a pleasant sunny day.

The tidal conditions of 29th April were a little unusual as they could only be described as "springs plus". The Portsmouth range being 4.4 m rather than the normal spring range of 3.9 m. Any keen passage planner having to extrapolate rather than interpolate Solent tidal flows from their Admiralty tidal flow atlas.

Sailing past Cowes up the Medina River provides time to look at some of the riverside buildings and reflect on their history. The large shed at East Cowes emblazoned with a large union jack has an extremely interesting history as the main manufacturing base for aircraft company Saunders Roe. Aircraft constructed at the East Cowes base included the first jet powered seaplane the SR.A/1 which was launched in 1947. A little later the shed provided the facilities for the 1950s production, albeit a commercial failure, of the huge 150 tonne Princess SR.45 flying boats. Late 1950s to early 1960s saw the production changed to include rockets such as Black Knight and Black Arrow which were intended as development launch vehicles for UK satellites. Unfortunately government cost savings at the time curtailed development. One real highlight of the Saunders Roe manufacturing at East Cowes was of course the design, manufacture and launch of the first hovercraft culminating in its initial flight on 11th June 1959.

Due to our dining numbers the Breeze Restaurant suggested that our party have an early dinner booking. This worked extremely well with our preselected menu choices promptly arriving at 18:30. As a consequence of the early dining requirements the late afternoon pontoon get together concentrated on an afternoon sampling of wine in order to leave sufficient space to enjoy the early evening dinner. It must be said that the Breeze Restaurant did provide a very efficient service and certainly the decision to eat early was well founded as the restaurant was very busy later in the evening. Since the last YOSC rally to Island Harbour in 2013 the Breeze Restaurant has been both updated and expanded. The restaurant now includes a separate section to cater for large party dinners, all with a good view of the marina. Changing facilities have also been updated to a high standard.

The walls of the Breeze Restaurant show some of the history to the Island Harbour site, previously known as Binfield Marina. This included photos of the "East Medina Mill" which stood in a

location near to the current lock control building. The mill was constructed in 1790 and one of its major functions was to produce biscuits for convicts during their sail to Australia. The nearby pontoons in the Medina were used as moorings for convict ships prior to their long journey to Botany Bay. As a consequence of the mill's production it was renamed the "Botany Bay Mill".

The Mill and surrounding buildings, prior to 1820, additionally provided the barracks for foreign mercenary soldiers being enlisted into the British Army. These were generally German and Prussian. Further use of the Island Harbour site was made during the Napoleonic wars to house French prisoners of war.

The passing of time saw the mill fall into disuse and following storm damage and a fire was eventually demolished in 1950.



Sunday morning was a little overcast with rain forecast during the afternoon. It was therefore decided to run the fun events at 10:00. There was a tremendous line up of scrap model yachts taking part in the inaugural run of the Graham France Challenge Trophy. The entrant models varied considerably from Dave Dray's block of polystyrene with half a plastic bottle as a sail to Shaun Picknell's super engineered and constructed model trimaran yacht. Shaun's model contained a working mainsail and jib

### **Saturday evening dinner at the Breeze Restaurant Island Harbour**

The windy conditions were extremely beneficial for powering the scrap models. Initially Shaun's model made good progress but unfortunately ran slightly off course only to come to a halt against a berthed yacht. Dave Dray's simplistic model survived the blustery conditions and crossed the finishing line first and was fortunate enough to avoid any obstacles. I am sure Graham France would have approved of the efforts of those taking part in the challenge.



**The start of the Graham France Challenge Trophy**



**Graham's daughter, Sam Picknell presenting the Graham France Challenge Trophy to Dave Dray**

The blind rowing competition was entered by 8 teams, the course involved rowing each side of an 18 m long pontoon. During the row off only Kim Mallaband, with Anne Nemeth as navigator, managed to row the course without going off course or hitting the pontoon. Kim produced a very fast time of 48 seconds. Andy Mallaband came a close second in 56 seconds. This was followed by a variant effort by Shaun and Sam Picknell with a time of 1 minute 1 second. Many thanks go to Chris Wright for the use of his dinghy for the rowing competition and indeed Chris's own efforts in collecting from all four corners of the marina the remains of the scrap yacht models.



**Dave Dray ready for his blind rowing attempt, not sure about the glasses**



**The winning blind rowing team of Kim Mallaband and Anne Nemeth**

Following the fun events there was time for a late morning walk to Newport. The riverside path has recently been very well upgraded to a high standard to avoid any muddy feet or the need for special walking shoes. At the commencement of the new path sits the rusting hulk of the paddle steamer Ryde, left derelict since 1989. From decommissioning in 1969 from its ferry duties between Portsmouth and Ryde the vessel was used as a night club. Commissioned in 1937 the PS Ryde had an interesting record of service in the Royal Navy during WW2 serving as a minesweeper and an anti-aircraft platform. She also took part in the D Day landings as a support vessel. Hardy members on the rally fired up their BBQs late Sunday afternoon during a slight respite in the showers. It must be said that the warmth for the fires was well appreciated on such a cool evening.



**The BBQ for the hardy.**

Monday morning provided much better conditions than had been forecast and provided opportunities for further walking exercise. The China Girl crew enjoyed a picturesque walk down the river footpath to the Folly Inn. Overall a very enjoyable rally and hopefully a rebooking for a similar event next year.

**Ian Booker**



## **Crew Opportunity 19 - 28 August**

Berths available on Gilliat for the

**YOSC Autumn Cruise  
(Westwards to Weymouth)**

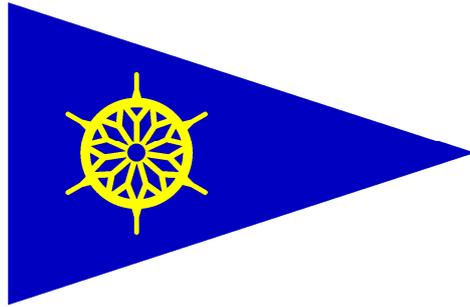
Contact Brian Pickles  
E-mail: [brianpickles@gmail.com](mailto:brianpickles@gmail.com)

## **The remainder of the 2017 Social Programme:**

- 8 May - **Broadmoor Revealed:** the Victorian Asylum. — a talk by Mark Stevens, County Archivist for Berkshire and author of 'Broadmoor Revealed', talks about the early years of the famous hospital. Find out why the hospital was built, who the patients were and what their daily life was like.
- 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

## **The remainder of the 2017 Sailing Programme:**

- 12-14 May - **Ocean Village, Southampton Rally** including a visit to Southampton VTS premises. Organiser – Ian Booker
- 24-25 May - **Midweek Rally to Bembridge.** Organiser - Nick Judd
- 30-31 May - **Midweek Rally to Folly Inn, Medina River.** Organiser – Jim Fayers
- 10-11 June - **Newtown Beach Barbecue.** Organiser - Tony Nemeth
- 24 June to 8 July - **Summer Cruise** – to Brittany. 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 – Mike Purdy
- 19-28 August - **Autumn Cruise westwards to Weymouth.** Organiser - Chris Wright
- 9-10 September - **Littlehampton Rally.** Organiser – Pam Ward
- 23-24 September - **Beaulieu River Rally** to Ginns Farm pontoon. Organiser -TBA
- 7-8 October - **Chichester Rally.** Organiser – Ian Skinner
- 21-22 October - **Laying Up Supper** at Hamble. Details to be announced



#### **Next YOSC Newsletter June 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 **29<sup>th</sup> May 2017**, and the Newsletter is to be distributed at the **SSC** on Monday **5<sup>th</sup> June 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).

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

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