

YOSC

The NEWSLETTER
May 2018

Yateley Offshore Sailing Club



**Commodore
Ian Booker's
Introduction**

Great to get the sailing season off to such a good start with two well attended rallies. I was unable to attend the “Fitting Out Supper” rally to East Cowes due to holiday commitments but understand it was enjoyed by all.

China Girl was able to attend the mid-week Wednesday 25th April rally to Yarmouth, albeit in very blustery conditions with continual winds in the range of 25 to 30 kn. On arrival at Yarmouth I was very surprised to see an almost empty Yarmouth Harbour Marina as one tends to remember how things are on a crowded summer weekend when the harbour is literally heaving with yachts. Message here is that berthing in the harbour during a spring weekday you can almost pick your own spot. However, to be sure of berthing and to enable all YOSC yachts to be grouped together it was decided to pre-book the long Harold Hayles pontoon. Berthing did present a challenge with winds of up to 30 kn blowing yachts off the pontoon. I must say that for the evening dinner the Royal Solent Yacht Club provided excellent service and delicious food. Having looked at the weather forecast for the return sail to Port Hamble it was decided to slip very early morning to miss the clouds and rain due during the afternoon. The decision proved to be a good one as we experienced a delightful sail to our home port. Engine was turned off just outside the harbour entrance and was not used again until entering the Hamble. Overall a very enjoyable rally.

At the time of writing this introduction preparations are being made for the bank holiday fun rally to Island Harbour on the Medina River. As the timing of the rally occurred near a neap situation it was considered that a little more thought needed to be given to the passage plan. It soon became clear that detail information regarding the clearance tidal height over the lock sill was not precisely detailed in Almanacs or the Channel Pilot. A check with the marina office revealed why this information had been glossed over as they were not able to give me a clear answer.

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.

It appears that the level of water in the marina can vary considerably with it being determined by previous lock usage and more importantly rainfall over recent days. Atmospheric pressure also of course plays a part. Important point to note is that if you are planning to visit Island Harbour at or near to neap tide situations and have a draught of near or over 2 m you would be best advised to check with the marina office a day before your sail to establish if there is likely to be sufficient height of water to enter and leave the marina lock. Indeed if there is sufficient height of tide the timing of access may need to be only at the peak of HW. At low neaps a circa 2 m draught yacht may in certain situations not be able to gain access to the marina at any time.

Reading some of the recent yachting press it is interesting to note the turmoil associated with yacht production. A surprise press release on 24th April related to Germany's Bavaria Yachts going into self-administration. Last month Bavaria celebrated its 40th anniversary and from an outsiders' viewpoint seemed to be producing some very satisfactory and "value for money" yacht designs. It would appear that production will continue until the end of June by which time it is hoped that a new buyer or investor can be found. Reading between the lines it seems highly likely that previous borrowings may have caused the current problem and that the original business started by its founding family was sold to a hedge fund in 2007 for 1.1 b euros. I would not be surprised if much of the loan interest from the sale was then intended to be recovered from future profits. Clearly this did not work out and in 2009 the loaning bank wrote off 684m euros. Notwithstanding the write off it is highly likely that sufficient profits could not be generated to cover the remaining loan interest. The current organisation is therefore faced with a dilemma, expansion is probably the only way to improve profits, but to achieve the expansion much investment is needed to increase the Bavaria production facilities. Loan problems may also have been exacerbated by the fairly recent purchase of the French yacht manufacturer Nautitech. I will watch with interest the developments over coming weeks.

On the positive side it was good to see that Britain's Oyster Yachts has overcome its administration problems with the purchase of the company by gaming software entrepreneur Richard Hadida. Not sure of the relationship of gaming with yacht manufacture (*maybe because Richard owns an Oyster, Ed*) but it would appear that many jobs will be saved at the production centre in Southampton. Historically it would seem that there was insufficient profit to be made by producing limited numbers of large specialist yachts. It is understood that the new owner of Oyster Yachts considers that future profitability is likely to come from producing smaller yachts in much greater numbers. Perhaps in the very near future we will see the introduction of 10 m to 14 m Oyster yachts.

On the training front I am pleased to report that we have now received sufficient interest to run our second 2018 RYA First Aid course. Precise details/timing will be issued to potential attendees shortly and is provisionally set for mid-June.

On the social side our next speaker's evening is Monday 14th May when Major Paul Whittle is due to give a presentation on Alaska.

I am pleased to report that following his recent operation Club member Terry Paynter is on the mend and we all look forward to Terry returning to attend regular Club functions as he has done for many years, almost as a founding member.

Ian Booker

Changes to your membership details

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

BRINGING 'FLIGHTLINE' HOME

(Part 4, continued from April issue)

27th July 2017

We woke up to find a miserable day with mist and drizzle so had no choice but to stay put and connect up to the electricity supply. On the mooring – at the side of the main road – were a variety of boats, with Dutch, Irish, American, and English – all very friendly and it's always interesting to hear their stories. We have come across many retired people who spend months on their boats just cruising from place to place. The Americans were on a beautiful narrow boat and had been cruising France for a year, over-wintering in Auxerre.

Luckily a boulangerie was just across the road, next to the bar/restaurant so we took advantage of the freshly baked baguettes, delicious home-made pizzas and strawberry tarts. The miserable wet weather continued throughout the day which was frustrating as we wanted to get on our way, but having to put the hood and arch down to go under bridges, this was not possible. We therefore had a restful day watching DVDs instead.

Whilst our knowledge of the French language has improved over the past few weeks, if we can't think of the right word in French we just say it in English with a French accent, followed by *mange-tout*, *peut-être*, or any other comments we can think of, similar to Del-boy of Only Fools and Horses fame !!!

28th July 2017

On our way again with much better weather thankfully. On our passage to Briare we passed through 8 locks. At Lock 35 the lock-keeper sold us tomatoes, cucumber and courgettes straight from his garden and at Lock 36 the lady lock-keeper had a cabin full of boxes of Sancerre and Pouilly-Fumé for sale so we took advantage of the good prices and bought 12 bottles of the Pouilly-Fumé.

We had a trouble-free run through to Briare where we moored for the night, having passed through a further five locks in total. Entry into Briare was quite dramatic along a very narrow aqueduct, 620 metres long, requiring very precise steering. (*Canal/narrow boats have steel rubbing strakes and I made good use of these on the Llangollen Canal on the aqueducts and in tunnels without lighting, Ed*).

We found a good mooring and having heard there was a large supermarket about 10 minutes by bicycle, we took rucksacks and stocked up on provisions. Unfortunately, whilst leaving the store and still in the car park, Julie managed to fall off her bike! The rucksack and pannier on the back of the bike combined with turning the handlebars too quickly caused the centre of gravity to be confused and the results were cut knee, and bruises here and there. We decided not to push our luck riding along the busy road and in any case the cut knee needed some attention. Fortunately we passed a pharmacy where help was given and we bought supplies of dressings etc.

Back at the boat again we were visited by two huge otters swimming amongst a couple of dozen ducks which Robert was feeding with stale baguette.

29th July 2017

Our next port of call was Rogny-les-Sept-Écluses, having passed through 8 locks up and 6 down, the latter being a chain of locks through which we were helped by the lock-keeper.

for a huge annual Son et Lumière show and pyrotechnical extravaganza planned for that evening, so we decided to stay.

In order to pass into the village from the moorings we were asked to pay 14 Euros each which was for the spectacular fireworks event to be started at 10.30 pm., even though it was only late afternoon. We explained we were visiting the owner of the Auberge du Canal restaurant whom Julie had met some years earlier, and were allowed through without payment. Leila later confirmed with the people manning all the entry points that we were indeed booked into the restaurant and once again we were allowed through without further payment later that evening.

Around 20,000 people arrived in this very sleepy village to watch the spectacle. It was an absolutely amazing firework display that created different shapes in the night sky – advertised as a pyrotechnical spectacular it lived up to its name and beyond. It dwarfed any similar event we had ever witnessed, including New Year's Eve celebrations in major capital cities, as seen on TV, and also the event we had also seen from the cruise ship in Madeira 31.12.2016. *(There was appalling weather in Funchal that day and evening and Julie and I were on board the "Magellan" and were not able to be tendered ashore. We had friends from Norway waiting on shore for us and they reported that the firework display was spoilt by big weather problems. It was nothing like its spectacle of other years. Ed).*



Rogny les Sept Écluses Fireworks

The firework display was a series of individual displays interspersed with a son et lumière of the history of the seven ancient locks that were constructed in the early 1600's, and which run alongside the present day locks and canal. The whole event lasted an hour and we had a ringside seat (though actually standing) from one of the bridges.

The only downside was that the meal we had in the Auberge du Canal prior to the spectacle, was mediocre and the steaks could have been better used to repair the soles of our shoes instead of being served on a plate!

30th July 2017

Travelling from Rogny to Montargis we passed through a further 14 locks and were joined in the last few locks by an Australian and a French couple on a boat called Platypus. The locks were automatic and as we were in front of the other boat it was up to us to start the mechanism in the lock. On arrival in Montargis all but one of the moorings were already taken and as Platypus was a smaller vessel than Flightline it managed to squeeze into the small space. They kindly allowed us to moor alongside them and were very helpful in taking our ropes, and passing our electricity cable and hosepipe over their bow. We

subsequently discovered that you are not allowed to raft out on the canals for mooring purposes, but we were only rafted onto the other vessel over-night, until they left first thing next morning.

31st July 2017

Platypus and many of the other boats left the moorings in the morning, so we were able to moor up alongside properly. We were absolutely exhausted having had many long days of boating, and early starts, so we decided to have a rest day, and stay another night. We enjoyed walking around this beautiful little town, criss-crossed with numerous canals and many bridges each with colourful flower displays. No wonder it is often referred to as the Venice of the Gatinais.

1st August 2017.

After long thunderstorms overnight which carried on during the morning we decided to stay for another day and another night, but it was good to take a rest from our travels. We also took advantage of a local launderette as these are few and far between on the canals.

So far we have passed through 144 locks with just under another 40 to go. We are down to 285 feet above sea level, so are well on our way through central France and expect to be in Paris within the next four days, or so we thought at the time.

2nd August 2017

We slipped from Montargis at 09.00 hrs and were first into the lock so didn't have to wait for other vessels to join us. Six and a half hours later we moored up at Nemours, having worked our way through another 16 locks downstream. Total number of locks passed through so far is now 160.

3rd August 2017

After quite an uneventful stopover at Nemours we left again at 09.00 hrs on our last leg of the Canal du Loing and were glad to be off the canals and numerous locks. We arrived at Saint-Mammès which is at the confluence of the Canal du Loing and the Haute Seine river, where we had a light lunch and took on diesel. Whilst moored up at the diesel pumps a huge barge came along also requiring fuel and hemmed us in. After about 30 minutes he graciously moved his bow over to allow us to clear from the fuel area and we were on our way again, and moored for the night at Samois-sur-Seine, being totally ignorant of what was to follow the following day.

We walked up a very steep hill to the village centre passing along the way the house where a famous French Gypsy guitarist Django Reinhardt lived and who apparently is buried in the cemetery. Having got to the top of the hill and reached the village square, the boulangerie had closed up shop and gone on holiday. However, the little bar was open so we sat in the square for a while soaking up the sunshine and enjoying a beer and a glass of Sancerre. A very nice way to spend an hour.

With the vagaries of the boulangerie's opening hours, we were certainly pleased to have brought the bread-baker with us together with sufficient ingredients. This meant we could wake up to the smell of freshly baked bread – probably not a good idea for the diet, but most welcome when baguettes were hard to find!

4th to 8th August 2017

Today we thought would be a relatively easy day, with just four locks to pass through. These locks on the Seine are huge and built to take the very long and heavy commercial barges. Generally the rule is that the commercial vessels take precedence and smaller pleasure craft go in behind them. Two locks were passed through without problems but the third lock was a different matter. A massive barge went in ahead of us and keeping its engines running the whole time in the lock, with us behind him.

As the water went down in the lock the barge increased his engine power and the water movement from his propellers started to throw us against the lock side so Robert had to constantly use the engines and bow thruster to try to control the boat. Julie was hanging on to the rope which goes round the bollard on the lock quayside. Robert then smelt burning which was coming from inside the cabin and rushed down below to find thick black smoke filling the forward cabin and into the main saloon. Flightline was uncontrollable on just the rope, which slipped from Julie's hands and the boat started moving slowly forward towards the side of the huge barge.

Robert rushed back up top and got it under control as well as he could, at which point the port engine alarm went off, by which time the lock had emptied, the lock gates were opening with the barge about to move off. We informed the lock-keeper over the radio that we possibly had a fire, although no flames were yet visible. The thick black smoke in the cabin was very dangerous and Robert covered his nose and mouth with a damp towel when he went back down with a fire extinguisher to further investigate.

Meanwhile the lock-keeper's assistant, a lady, came along the quay to see what the problem was and then another barge entered the now empty lock to go upstream. She had radioed this slightly smaller barge to ask for help but the barge aimed straight for us which was very alarming, though obviously the driver knew what he was doing and moored next to us with a gushing hosepipe.

The hosepipe was passed down to Robert inside the now very smoky forward cabin and into the bilges where the badly burnt out bow thruster was, and this prevented an actual fire erupting, which would have been catastrophic.

Robert took the necessary action and disconnected various electric connections. The bow thruster was completely destroyed and now the port engine, with which we had had problems a couple of weeks previously, had seriously overheated and had to be shut down. Satisfied that we were not going to be set on fire, we exited the lock on the one remaining engine and tied up a few hundred yards after the lock. Shock set in and though we were both very relieved we were a little shaken up after the awful experience in the lock, seemingly caused by the huge barge keeping its engines going on full power.

After we had settled down a little we went on our way on the one engine through a fourth lock on our own to Port aux Cerises, where we were pleased to be able to moor up safely. The forward cabin had black greasy soot everywhere, - in cupboards and drawers and under the two bunks into the bottom of the boat. All our spare linen was covered in the greasy black soot.

The following morning, as luck would have it, a boat moored opposite us was having a new engine fitted and we managed to meet and talk to the engineer Franck Beausseaux, and his associate Patrick Della Chiara, a representative of the engine manufacturer, Betamarine, who spoke good English and was able to translate between Franck and us.

horrified to see burnt out and melted cables, around the bow thruster, together with burnt and distorted plastic and cables in the main engine bay, next to the starboard engine. They said we had had a narrow escape and that the boat could have burst into flames at any time whilst in the lock. They agreed to come back to us the following day, giving up their Sunday afternoon to help us.

On Sunday Franck spent five hours in the engine bay isolating burnt out cables and investigating why the port engine had overheated. It was found that the new impeller, which had been fitted some weeks previously, had been stripped again in spite of clearing the filters twice a day, together with bits of the previous impeller being found in the engine's heat exchanger, causing the new impeller to fail and the engine to overheat. However he managed to fit yet another new impeller, and cleared the offending bits from the heat exchanger. All this of course being done with the seacock open, as it could not be fully closed. Robert had, thankfully, prepared well for months in advance of our trip, buying numerous engine and other spare parts. Fortunately he had over ordered on impellers by mistake and had five spares.

After our ordeal we were exhausted and decided to stay an extra day before moving on to Paris. On the morning of 8th August, we were looking forward to arriving in the "Paris Arsenal" marina, where we intended to stay 2/3 nights and perhaps do a little sight-seeing and maybe treat ourselves to dinner and show at the Moulin Rouge to celebrate the near completion of this long voyage from Albufeira. Although the bow thruster was completely wrecked and unusable we were happy to continue with the two main engines now fully serviceable – or so we thought.

We slipped from Port aux Cerises and rejoined the Seine, carefully watching pressures and temperatures on both engines. So far so good all looked normal. However, just five minutes down the river the port engine once again started to seriously overheat and had to be turned off. We limped back into the Port aux Cerises and back into the mooring we had used for the past few days.

Robert spoke to Patrick who kindly arranged for Franck the engineer to come back to us that afternoon. We were beginning to think that this time we should make plans to have the boat lifted and taken the rest of the way to Portsmouth by road, but would wait and see if the engineer could find a reason for the overheating. We were very disappointed at the prospect of having to give up on our journey of taking Flightline home under her own steam, but were not going to take any risks with our safety. However when we get Flightline home she will have to have a complete strip down in the cabins and engine bays to get rid of the black greasy soot, fit a new bow thruster and considerable work will have to be carried out to the engines where bits of plastic and cabling had been melted.

Franck arrived early evening and set to work on the port engine. The same problem arose of overheating and yet another impeller was damaged – we had three spares left and one of those was a used one. Insufficient water had been drawn into the engine so it had overheated again. Franck did not fully understand why but concluded that because the exhaust system was below the waterline there was a difference in pressure which stopped water being lifted by the impeller. He laboured on and reset the system by filling the water pump and heat exchanger initially disconnected from the exhaust system. A translation was given to us by a neighbouring boat owner. This time we fully tested the engine before we let Franck go and it seemed to be behaving itself.

This little marina has many boats permanently moored here, Dutch barges, narrow boats, ex hire boats etc., and there is a lovely community who seem to wander in and out of each other's boats, sharing meals and drinks. Adjoining the marina is a huge park with many facilities for families, so we couldn't be stuck in a nicer spot!

9th August 2017

Having said our farewells to all our new-found friends at Port aux Cerise, we went on our way once again, bound for Paris Arsenal Marina. So far so good and the engines were behaving themselves. We had to pass through a deep lock to go into the marina in Paris where we were given a mooring along the right hand quay for a few days. We were within sight of the Place de la Bastille, so wandered along in the evening to find a restaurant. The one we chose was actually on the site of the old Bastille. The confrontation from the commoners ultimately led to the people of Paris storming the Bastille on 14 July 1789, after several days of disturbances. At this point, the jail was nearly empty, with only seven inmates. Apparently, there were 4 counterfeiters, 2 madmen, and a young aristocrat who had displeased his father!

The Bastille was ultimately demolished the same year and the square now has a bronze topped monument built in commemoration of the event. We had an excellent, (although expensive!) meal in the restaurant, to celebrate reaching Paris, albeit not without incidents, thus we enjoyed a glass of good champagne, and an excellent bottle of Beaune Premier Cru.



10th August 2017

We treated ourselves to dinner and the spectacular show at the Moulin Rouge, which was certainly worth every penny.



Entrance to the Moulin Rouge

12th August 2017

Unfortunately, as with many of the French marinas, the Arsenal was not well managed and was completely cluttered with thick weed, which was rather worrying. Before leaving the mooring, Robert again checked the water filters, only to find that whilst moored up they were both absolutely choked with weed. With clear filters now, we slipped from the mooring and into the lock to re-enter the Seine. Whilst in the lock, Robert once again checked the filters, and to our horror, after only travelling a couple of hundred yards down the marina to the lock, the filters were once again full of weed. We left the lock with clear filters again and made our way down the Seine.

Within 10/15 minutes, the port engine overheated to 90 degrees and rising, so of course had to be shut down. We carried on with just one engine, but should we turn back or continue? Because of the traffic-light system around the Île de la Cité in central Paris, Robert decided to carry on. He phoned Patrick to let him know what had happened and it was suggested that we find somewhere to stop, which is not allowed in central Paris, apart from the fact that there are very few places to stop anyway. Patrick said he would speak to Franck and try to come to us later that day.

In the end we continued to our planned stop for the night at a very run down marina (of sorts!) – Port Saint Louis. The electricity was only 6 amps, so not a lot of use, and the water supply was too far away to use. It looked like a boat's graveyard, with so many ageing and unloved boats. Once again Franck the engineer travelled from the other side of Paris to come to our aid. It was 8.30 pm before he reached us and set to work again to investigate the port engine overheating problem. Even Patrick made his way over to help with translation. Once again, the impeller had completely disintegrated, sending bits into the engine. He cleared it and fitted the fourth impeller – this time a used one, and “reset” the engine allowing water in to the cooling system. The poor chap worked until after 10pm and then had an 80 kilometre drive home.

With the state of the French canals and some of the marinas we feel that, unless the French authorities do some serious maintenance work, then the canals and all the subsequent businesses associated with them will have a very limited future.

(To be continued next month)

Fitting Out Supper 2018

4 boats made the journey to East Cowes Marina for the first YOSC rally of 2018. Robert Hughes wisely made the trip to East Cowes on Friday and so missed the poor visibility on Saturday morning.

The crew on Gilliatt (Chris & Judy Wright and Maggie Vickery) woke on Saturday morning to visibility of 200-300 metres. So we enjoyed a leisurely breakfast while waiting for the fog to lift. We slipped out of Hythe Marina on free flow at 11:30 with visibility of over 1 mile. Winds were light so we hoisted full sail and started beating slowly down Southampton Water. We had not progressed very far before visibility was down to 200 metres. Gilliatt pressed on and the fog quickly disappeared. 20 minutes later visibility dropped again but not for long and that was the last we saw of the fog. The weather was improving as we made a final tack down the east side of Bramble Bank before easing the sheets and reaching with the tide into Cowes.



Elizabeth 'A' and Octavia were already moored up in East Cowes Marina enjoying a beer when Gilliat arrived. We quickly moored up and joined Flightline crew Robert and Julia on Elizabeth 'A' with her crew of Graham, Mary, Pam Ward and Ian Whyteside. The weather had improved significantly so we were able to enjoy a pleasantly warm Saturday evening with blue skies and not a cloud in sight. A nice change from the morning's weather and the wet weather we had been experiencing over the last few weeks. At 18:00 we all moved on to Gilliat for more beer, wine and nibbles. Octavia's crew of Graham Spence, Steve Vincent and Ian Whyteside joined us before we all moved up to the Lifeboat Pub for live music and good food.



Another boat was booked on the rally but they did not like the forecast so cancelled. They missed a great evening.
The Sunday Forecast was for light winds increasing through the day with rain in the afternoon. Gilliat slipped out of the marina at 09:30 and slowly sailed back up Southampton water in the light southerly wind arriving in Hythe Marina just as the rain started.
A very enjoyable first rally of the season.

Brian Pickles - Gilliat

Littlehampton Harbour 19/20 May 2018

Ian Skinner

The Littlehampton rally is on the 19th & 20th May 2018.

If you haven't been before it is a very nice destination with pontoon moorings on the river Arun just inside the entrance on the right just below the Harbour Office. The Saturday night dinner has been arranged at the Arun View Pub which is in easy walking distance.

Looking forward to seeing you there.

Tides at Littlehampton (Uma Warf)

Sat 19th May 2018 HW 15:16 Ht. 5.2m

Sun 20th May 2018 HW 03:37 Ht. 5m & 16:11 Ht. 5m

There are some details below about the approach and the best times for entry.

Harbour Entry

50°47'.87N 000°32'.43W

Charts AC 5605, 1652, 1991; Imray C12, C9; Stanford's 9,30.

On a first visit to Littlehampton Harbour it's best to arrive from High Water -2 to +1 hour. The visiting sailor should be aware that the spring ebb stream can reach five knots.

The level of Littlehampton bar which extends 600 metres southwards from the end of the West Pier is 0.7 metres above chart datum. The depth of water covering the bar can be calculated by subtracting 0.9 metres from the height of water indicated on the tide boards situated within the harbour. Tide boards are metric, marked in units of 20 centimetres and coloured white, red, black, red, black. When approaching the harbour, the tide board on the west pierhead can be read from sea with the use of binoculars. Consideration should be given to the sea state and allowance made for swell over the bar.

From 1.5 hours before until 4 hours after high water a westerly stream runs across the harbour entrance. The easterly stream begins 1.5 hours before low water and continues until 2 hours before high water.

On closing the harbour from seaward, a safe approach can be made by bringing the leading lights into line on a bearing of 346° True. From abeam the West pierhead, a course favouring the east side of the fairway should be made to take advantage of the deeper water and to allow for the effect of the strong westerly set. Once past the East pierhead, keep the flashing green light on Fisherman's Quay ahead while keeping to the starboard side of the mid-channel.

Visitor Pontoon

Visitor pontoon moorings are located below the Harbour Office, the prominent white building north of the first line of pontoons on the east side. After berthing please visit the Harbour Office for the security code for the pontoon walkways and shower/toilet block. Rally's are welcome, please contact the harbour office for further information

Cost per night for visiting yachts staying on LHB visitor pontoon:

The cost is inclusive of VAT and includes the daily harbour due and access to showers/toilets.

Electricity cards are £2 each.

Daily Visitor Charges (including VAT @ 20%)	
Pleasure craft up to 8m	£22.80
Pleasure craft 8.01m to 11m	£25.36
Pleasure craft 11.01m to 13m	£30.58
Pleasure craft exceeding 13m	£35.78
Short Stay Berthing 'Touch and Go'	(Max 4 hours) Harbour Dues + 1.20 per hour
Use of Slipway	Daily Harbour Dues £10.50

QUEEN'S HARBOUR MASTER PORTSMOUTH
DIVING OPERATIONS INVINCIBLE WRECK 1 MAY – 29 JUNE
2018

LNTM No 33/18

1. NOTICE IS HEREBY GIVEN by the Queen's Harbour Master Portsmouth that diving and underwater operations will take place in vicinity of the charted historic wreck Invincible, east of Horse Sand Fort in position 50°44.368N 001°02.304W between 1 May and 29 June 2018.
2. The works will be conducted from the 26 metre multi-role vessel "[AVON](#)" (white and yellow superstructure over black hull) operated by Jenkins Marine. Diving operations will take place during daylight hours.
3. Three temporary yellow mooring buoys (FI Y 5s) will be laid in the following positions from the 1 May 2018 until completion:

50° 44.369N 001°02.339W

50° 44.368N 001°02.270W

50° 44.390N 001°02.299W
4. The vessel will maintain a listening watch on VHF Channel 11 during operations and display flag ALFA at all times when diving is taking place.
5. Mariners are requested to pass at an appropriate speed and give a wide berth, particularly when diving is taking place.

QUEEN'S HARBOUR MASTER PORTSMOUTH
PORTSMOUTH HARBOUR - DANGER AREA, TIPNER FIRING
RANGE.

LNTM No 32/18

1. NOTICE IS HEREBY GIVEN by the Queen's Harbour Master Portsmouth that a Small Arms Firing Danger Area exists in Portchester Lake, extending to 2500 metres from the Tipner Firing Range. This notice is being re-published in order to update the contact details at paragraph 5. The Danger Area limits are defined by the following points as shown on British Admiralty Charts 2628 and 2631:
 - a. The 400 yard Firing Point Flagstaff (50°49'.46N 01°05'.64W).
 - b. Pile 84.
 - c. Pile 78.
 - d. Position 50° 50'.135N 001° 07'.665W (unmarked).
 - e. Position 50°49'.585N 01°07'.915W (unmarked).
 - f. Pile 62
 - g. Pile 87.
2. Piles 62, 64, 70, 78, 84, 87 and 89 carry DANGER AREA WARNING Notices.
3. When firings are taking place a Red Flag by day or a Red Light at night is exhibited from the flagstaffs at Tipner Range.
4. While firings are taking place all craft are, as far as is practicable, to keep clear of the danger area outlined in paragraph 1 above; alternatively those navigating the Portchester Channel are to pass through the area as quickly as possible.
5. Tipner Range Security Staff can be contacted on 023 9266 0373.
6. Portsmouth LNTM 02 / 18 is hereby superseded.

1 May - The Belgian Finance Office

The Belgian Finance Office has confirmed to the Cruising Association (CA) that there will now be no fines or penalties for UK vessels visiting Belgium which have UK marine red diesel in their tanks.

This will hopefully attract visitors back to the country after many sailors stayed away last year.

The notice from the Finance Office read: "The policy of tolerance regarding Red Diesel in UK flagged yachts visiting Belgium will be maintained until further notice. Any change to this policy will be communicated in due time. This removes any remaining uncertainty for the members, and other yachtsmen and women, who wish to make the crossing from the east coast or channel ports to

Belgium. This status quo to the agreement will not change, without warning, on behalf of the boating community in the UK.”

However, 100% fuel duty must still be paid on all red diesel which is purchased before a trip to Belgium. The full stipulations are contained in the note from the CA's Regulations and Technical Services Group.

The decision follows the sustained efforts of the CA, including meeting the Belgian Ambassador and lobbying via the CA's Honorary Local Representatives in addition to its other contacts in Belgium.

Read more at <http://www.ybw.com/news-from-yachting-boating-world/uk-sailor-fined-for-red-diesel-in-belgium-55746#ZCie49iBGFqCbXMv.99>

YOSC Social Programme 2018

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

Mon 14 May	Major Paul Whittle Alaska Adventure
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

Note of Thanks from Terry Paynter

I would just like to say a big thank you to all those very many who sent me cards, texts, phoned, visits in hospital and at home and not just me but also to Joy in wishing me well during my recent Cancer scare. I would also like to say that my Consultant has stated that "with the greatest respect, he didn't want to see me again", in other words I am now fully clear apart from checkups in 6 months and 3 & 5 years. During this period I also contracted a skin complaint similar to Scabies but after appointments with no less than 4 Doctors and finally a Dermatologist at hospital I am now clear of that too.

Although I haven't even been near a yacht for many months I am now raring to get back on board and planning to start Skippering with a visit to Cherbourg for the "Music in Cherbourg" evening (well worth the visit) and the YOSC Summer Cruise. So would all those who originally requested berths on Adat for this event and the Autumn Cruise please confirm you still wish to come.

Terry

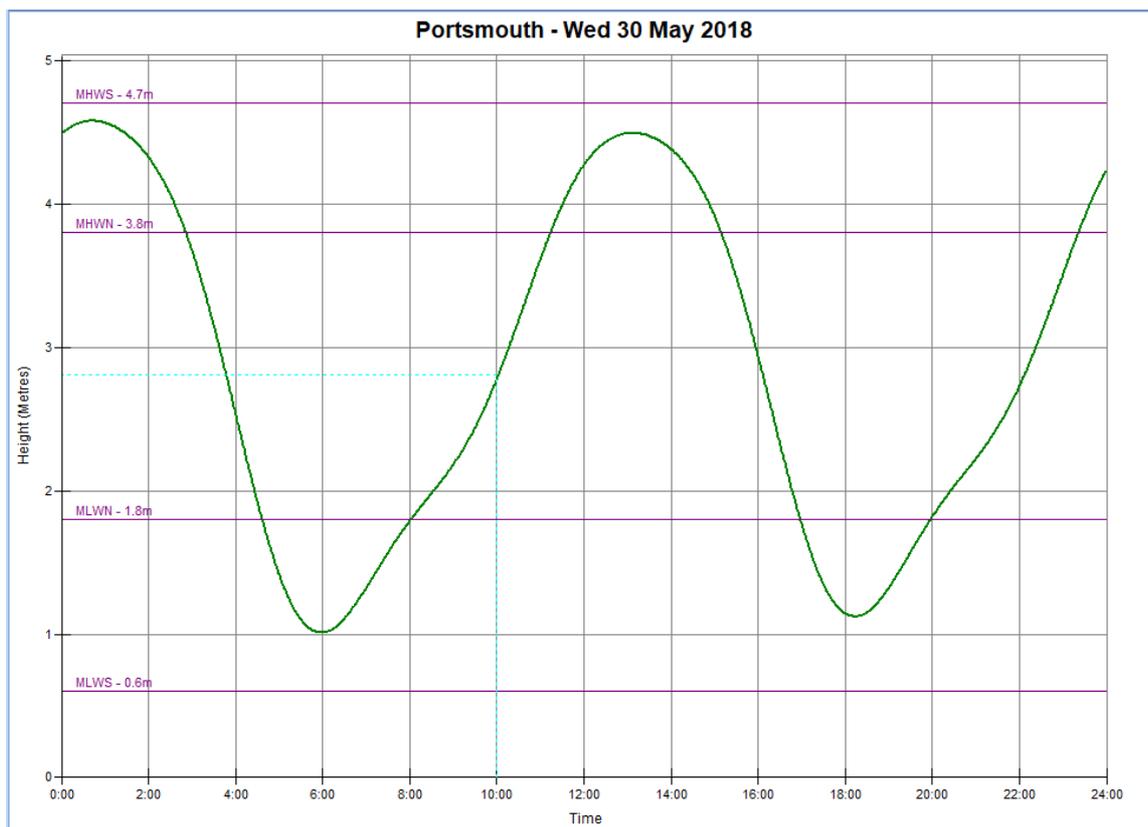
YOSC 2018 “Midweek Rally to Bembridge” Wed 30th and Thurs 31st May.

A “Calling Notice” to all YOSC members and their guests to join the midweek Bembridge harbour rally.

After a fast beam reach across the Eastern Solent aim to arrive just prior to the high water stand at the Tide Gauge outside the delightful Bembridge Harbour. Following your arrival, proceed to berth on the Duver visitor’s pontoon. Please join us for a pre-dinner drinks and nibbles get together, we will be aboard a blue hulled Nimbus 340 motorboat called Fou De Bassan III and will be moored on a finger berth at the far west end of the Duver visitors pontoon. Later we will be retiring to the Brading Haven Yacht Club across the harbour for an evening rally supper. For those YOSC members without two left feet live music & dancing is available to a band coincidentally engaged by the Seawych Owners Assoc for their own Bembridge rally week. To any of these activities you are invited to participate, socialise or not just as the fancy takes you.

An anticipated itinerary and related sailing directions are listed below, albeit individual YOSC skippers must decide their own navigational passage plans. We have included some approximate tidal data for help, but please check and source your own information from your charts & nautical almanacs.

Wednesday 30th May We aim to arrive at the Bembridge Ent Tide Gauge waypoint 50°42.5’N 001° 05’W late morning, Wednesday HW is 1300 & spring tides, safe access as advised by the harbour website is HW-3 / HW+3hrs for a 1.5m draft yacht.



A really good series of photos showing the entrance channel and the latest navigational buoy positions is available on their website. NB it now includes a zoomable Navionics electronic chart and a “Live Tide Depth Gauge” at the harbour entrance bar accessible from your smart phones in real time:-

<http://www.bembridgeharbour.co.uk/the-harbour>



On arrival at the Duver Marina visitors pontoon, sited mid harbour on the starboard side, look out for the YOSC burgees and rally flag, please advise the berthing masters (VHF Ch 80) that you would like to berth with the other YOSC Rally boats. The depth of water at the pontoon has been recently dredged out to 2.0M at MLWS. 2018 Visitor berthing rates are currently £2:75p/m LOA minus a 10% rally discount with five or more YOSC boats. Water inc and Electricity (@ £3 per night) are available on the pontoons, the pin coded showers and toilets are situated behind the Harbour Masters Office as are the recycling bins. The first 30 mins of the WiFi is now included and is FoC.

Wednesday afternoon we could happily organise a constitutional stroll around to Nodes Point & Priory Bay as the tide ebbs towards low water. 1600hrs we propose to hold a YOSC pontoon party with wine, beer and nibbles on-board and around Fou De Bassan. Then early evening we plan to retire to the Brading Haven Yacht Club by a short walk around or directly across the water by the harbour taxi for a rally supper, live music and dancing. I will circulate a menu to choose from to all notified rally participants a couple weeks before hand.

Thursday 31st May Breakfast then relax and socialise and Chill Out aboard before leaving Bembridge to make passage towards your home ports as high tide on Thursday is 13:43hrs. For those able to stay another full day then perhaps join us for a morning walk to Bembridge fort and windmill and a seafood lunch at the “Best Dressed Crab In Town” café on Fisherman’s Quay, please let me know ASAP as it’s a very popular venue, and I can try to book some tables. Or a taxi there & back Wine Tasting tour of Adgestone Vineyard, it also produces the famous “Arson Fire” chocolate chilli liquor.

Or perhaps to the Newport Jazz Weekend, with free gigs at the Apollo Theatre, Pizza Express & Slug & Lettuce on Thursday 31st.

<http://www.newportjazzweekend.co.uk/programme.php>

Please could any more interested Bembridge rally attendees yet to notify their intentions to the rally organiser and the YOSC Sailing Secretary via the YOSC Website, Sailing tab “Event Entry form” or via email using the proforma below or by phone.

Link to YOSC entry form: <http://www.yosc.org.uk/entryform/index.php>

Link to Adgestone Vineyard, read about the amazing start up story of locally produced wines and liquors including chilli chocolate: <http://adgestonevineyard.co.uk/>

Rally Organiser – Nick Judd, email: nick.judd@btinternet.com Mob=07802 223636
‘Fair winds’ and kindest regards - Nick & Deborah (Fou De Bassan III)

Midweek Rally to Yarmouth

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 Haslar 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 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 to the Solent 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 - Serene

YOSC Sailing Programme 2018

Date	HW Portsmouth	Event	Organiser
May 19	15:30 4.7	Littlehampton Rally with dinner at the “Arun View”	Ian Skinner
May 30-31 st	09:56 4.2	Mid-Week to Bembridge, Duver Pontoon with dinner at Brading Haven YC	Nick Judd
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

Data Protection

Your signature of the YOSC Membership Form deemed consent to holding your data as Relevant Personal data for the purpose of the Data Protection Act 1998.

With effect from 25 May 2018, this Act will be replaced by the General Data Protection Regulation (GDPR).

The information you have provided on your Membership Form will be used by the club for purposes only in connection with the running of the club, which includes communicating by post, telephone and email. It will never be disclosed for marketing purposes.

The data are stored by the Membership Secretary on a computer and in a box file and may be provided to Committee Members and other Members by email or telephone when it is needed to facilitate the running of the club and provide the benefits of membership to you.

The Committee publishes an annual Directory of Members which is available only to Members by printed copy and in the secured pages of our Website accessible only by individual password.

Your details can be removed from our stored records within 28 days of a written request to the Membership Secretary, but not from the published Directory of Members.

The Membership Form has been changed to include reference to the General Data Protection Regulation and our Privacy Policy. A copy of the current policy can be found on the Join YOSC Page of our Website.

YOSC Rules, Membership Forms, Privacy Policy and other documents relating to the GDPR will be reviewed in Committee during this year and finalised during the AGM scheduled for Monday 5 November 2018.

Island Harbour Rally

The Rally took place as planned on the May Bank Holiday weekend on the 5th to 7th May with fine sunny weather and a record turnout of 10 YOSC boats.

The full report will be published in the June edition of this Newsletter but here are some photos taken of the events and winners presentation.



Commodore, Ian Booker presenting the Blind Rowing prize to Pam Ward & Anne Nemeth



Sailing Secretary, Jim Fayers presenting the Graham France Challenge Trophy to Sharon Dyche-Brookes



Shaun & Sam Picknell blind rowing with referee Brecken

Next YOSC Newsletter June 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 **28th May 2018**, and the Newsletter is to be distributed at the **SSC** on Monday 4th June 2018.

If you prefer to read/print via the web your own copies of the YOSC Newsletters (in colour perhaps?) and do not wish to receive a B/W hard copy via the Club, please email editor@yosc.org.co.uk.

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

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