

# Emsworth Cruising Association

April 2014

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# Commodore's corner

## Happy days are here again.

The ECA sailing season has now officially started with our first successful rally of the year: to Bembridge. Six boats sailed across, and some even with sails. The entry channel seems to have shifted a bit but nothing major and nothing to cause a problem if you follow the buoys. Drinks and nibbles (by various) followed by an excellent supper at BHYC.

We have also completed our last pre-season social with the Fitting-Out supper which was again at Eames Farm with the fish & chip and fruit & cheese supper organised by Dick. Good nosh and minimal washing-up. Particulars of members' prospective summer cruise plans were noted by John and should appear elsewhere.

Easter is a little late this year so no excuses will be accepted for not being ready for the cruise to the western Solent and possibly further. This is followed by the Mayday rally

to the Medina which is linked with the Real Ale festival and steam trains on the Wootton-Smallbrook Road Junction line. Details of these and all our other events will appear on our web-site. Some of these will need to be booked both with our OoD's and with shore-based organisations; please book early to avoid disappointment.

Non-ECA events to watch out for are the Moth Worlds (run by HISC, 19~25 July) with very fast hydrofoil dinghies zooming about in all directions, which could be good spectating; and Bart's Bash which is a charity race and world record attendance attempt on 21<sup>st</sup> September: pick your own course starting at 11 o'clock, CCRC will be organizing the cruiser event. For those who sail mid-week, it is also worth noting that the CHF 'Fed Week' will be on 11~15 August.

**Tony Browne**  
**ElwingII**

[Cover photo Battle Flag at Bembridge Rally by DT](#)

## ***The Curious Incident of the Bee, and the Dog in the Night-time at the Bembridge Rally.***

Six boats set off for Bembridge in fine summer sunshine. The gentle W to NW wind was perfect for a one tack sail all the way. It could not have been better for our first sail of the season. All the boats arrived within half an hour of each other, and we were all alongside the pontoon. Bembridge shimmered in early spring sunshine and it was really quiet. We had time for a longish walk along the beach and back through the woods.

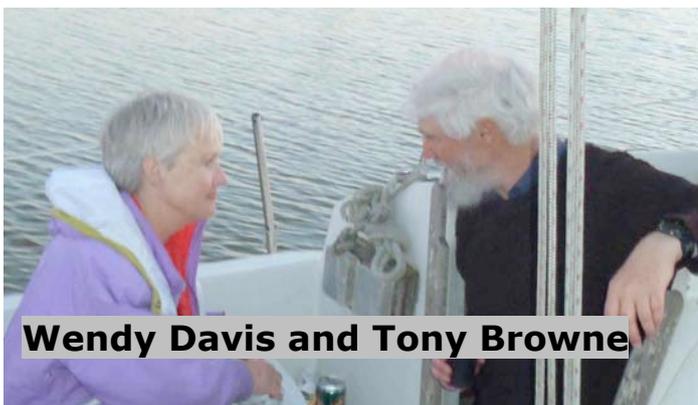
After drinks on Elwing 2, we all walked in a crocodile to Brading Yacht Club, where we enjoyed an excellent and good value meal. We were serenaded by a rock and roll band, and some of us had a dance. We all enjoyed ourselves.

What about the bee? Graham awoke to a loud sound of buzzing in the cabin and Jack, the Jack Russell was standing stock still, shaking and looking forward. He had a huge

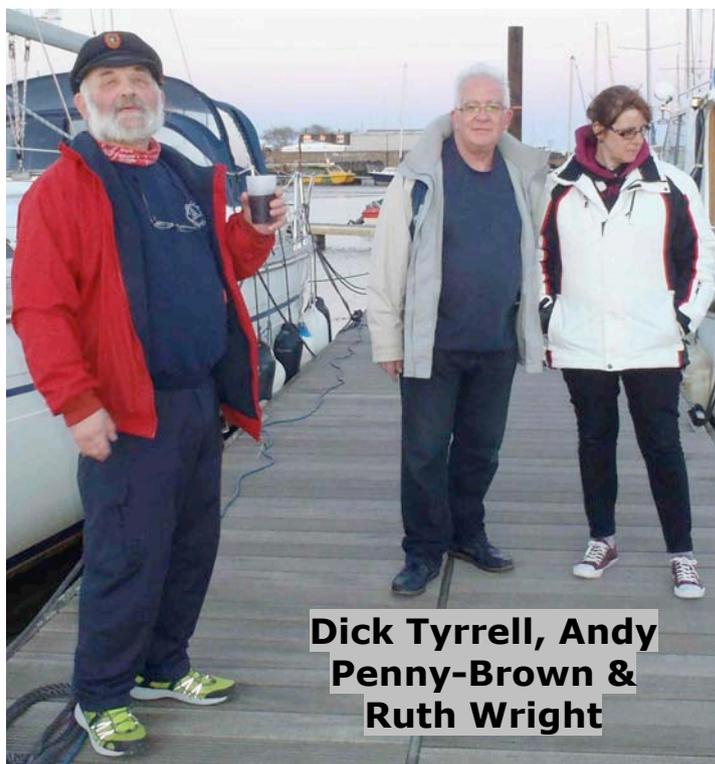
bee on his back. Graham flicked at it, the dog was grateful, and the bee started to buzz its way around the cabin. Graham pulled up his sleeping bag snug, and the bee landed on it. Graham swiped at it, and the bee vanished. Much shaking of bedding later, no sign of the bee, but the sleeping bag is dark, and so the bee was hard to spot. Graham spent the rest of the night rather chilly.....

The sail back was glorious, with lighter winds. However, there was enough of a breeze to sail and Ruahine did not drop her sails till we reached the Town Quay. Back at EYH we fell asleep in the cockpit in the afternoon sun. What a treat.

**Wendy & Graham Davis  
Ruahine**



**Wendy Davis and Tony Browne**



**Dick Tyrrell, Andy  
Penny-Brown &  
Ruth Wright**



**General view of Duver Pontoon,  
Bembridge**



**Gemini joins us for her  
first Rally,**



**Does Julie have a  
guilty secret?**

# *The Bembridge Rally*

## *- A Loafers Tale -*

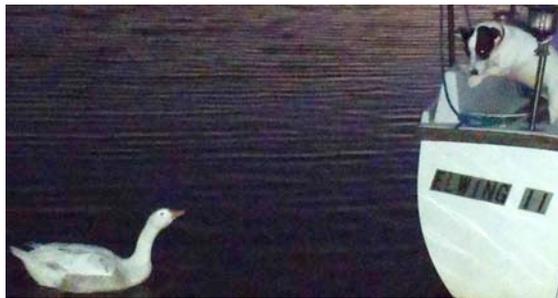
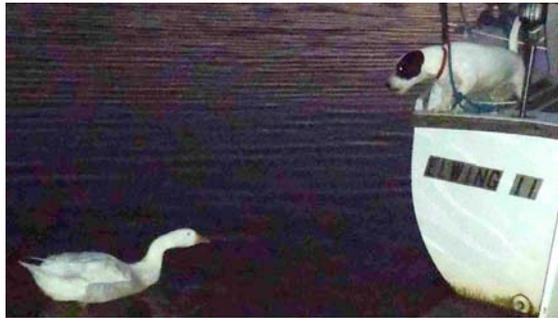
I had a cushy run as OoD of this years January and February Rallies-Wind, Rain, Hail, Fog ensured that, unusually, all four weekend options were non starters, and venues needed no more than a tentative booking , Wind & Tide permitting. My usual Old F@@@ts weeks cruise after the February Rally was off too.

So I handed on the role to Tony, our Commodore to break the Curse of the Albatross.

Alice checked the weather forecasts carefully and decided she'd take a chance as Easter was later this year.

A fine Sunny weekend was her reward, albeit chilly out of the Sun. The only problem was the lack of wind. Tringa is a very comfortable long range cruising yacht, but a wind under 10kts is 'Shake hands with Mr Yanmar' time if there's a tide to catch. Even a cruising chute can need a nudge along in 8kts moving 12+tons.

We reckoned by the time we roused out the chute, rigged, hoisted and got it set for the first time this season, let alone the odd Marital Moment, we'd be at St Helens Fort. So cone up, we motor sailed across, dodging two dredgers. Of course, S@d's Law of the



Sea saw the NW wind rise to 17/18kts just as we reached the Tidegauge.

A quick thread of the channel saw us berthed on the Duver pontoons, ECA Rally Flag up as an aiming point, and hot drinks in hands, and poorer by £33.00 berthing/leccy fees.

The new owners have sorted out the Duver Marina, gone are the 'projects' decaying gently on pontoons and hard standing, all now clear, clean and tidy.

Gone too, the excessive wash from Fishermen and small mobos onto the Duver's longer pontoons. CCTV Cameras(!) have been installed in the Harbour along with the dredging of the channels and new bouyage. The Loos' door still jams though!!

Elwing, Carina, Ruahine, Gemini (Paul Bowman's first, solo Club Rally), Del Capo, all joined us, after an enjoyable sail in the

freshening wind. A six boat Rally in mid-March!

Saturday afternoon saw sunny weather, encouraging many hardy Ralliers to head for Seaview along the beach, and back by the footpath to work up an appetite.

Alas the footpath's last 200m closely resembled Holmes's Great Grimpen Mire. Alice's new Ruby Red boots got well and truly sodden, along

with her trizers and thermals. Still at least a farmhouse did not land on her. As for Ruahine's short legged Jack Russell, "Jack" .....

Meanwhile, I, having resolutely turned back

***Inserted pictures are of a feral goose coming along to have a conversation with Jack (Russell) when we were having drinks on Elwing II. Photography by DT***

at St Helens tower, enjoyed a leisurely hobble over the *firm dry* turf of the old golf links, out round the *firm, dry* LW sand of the Harbour entrance and back to the Duver, boat and a cup of tea.

Tony hosted the drinks and nibbles on Saturday evening before a brisk walk(or slow hobble in my case) to Brading Haven YC (and GailForce Catering of RVYC size portions)to escape the evening chill. Alice ordered a cab back to the Duver, so we were onboard before midnight chimed. Our Eberspacher and electric heaters so essential in March for Marital sailing made all cosy.

The Sunday saw us reprise our Saturday journey, and the wind it's role too, going light as everyone headed for Chi Bar and a busy Harbour enjoying the sunshine. EYH was the usual suntrap, ideal for a late lunch or snooze after sorting the boat.



**Dick Tyrrell**  
**Tringa II of Hamble**

## **Easter Bank Holiday**

### **Friday 18th April**

We are booked into Shepards Wharf Marina in Cowes on the Friday night. With an early afternoon high tide this gives us a leisurely afternoon sail down the Solent from Chichester

### **Saturday/Sunday 20th/21st April.**

For Saturday and Sunday nights we are booked into Lymington Yacht Haven so this gives us an afternoon sail along the Western Solent. On the Sunday there are lots of options in and around Lymington. There is an Easter fete in Lymington and also good walks to Keyhaven and the Gun Inn or even the option of a day sail if the weather is good.

### **Monday 22nd April.**

Ruahine and some other boats, are planning to continue further West the following week, perhaps to Poole or Weymouth if the weather permits.

**If anyone wishes to join us please let us know. For those who have to return to their home base, a late afternoon high tide gives a good day sail back.**

**May Day** is traditionally a time for dancing and that's exactly what the ECA will be doing this first May Bank Holiday, except the dancing will be on tables at the Folly Inn!

We are booked in to Island Harbour for 2 nights, but for those with access problems through the lock we can also book berths on the Folly pontoons.

Saturday night is dinner and dancing to the live band at the Folly, Sunday is a trip to the Isle of Wight Steam Railway with a stop at Havenstreet station at the Real Ale Festival.

Look out for full details on the web site.

**Andrew Lane**  
**Tamarisk**

## Hoi Lung – In the library & at the movies

My idea here was to list ten favourite books that have at least a vague nautical or boating theme, with the option of watching a film adaptation if your boat runs to a DVD player. Hoi Lung is not gifted thus, hence its words on paper for me.

As is usual with my ‘Listmania’, I don’t make claims for merit; inclusion is simply based on personal choice. There are probably significant omissions – for instance the ‘Master & Commander’ books / film don’t make it, but that’s because I haven’t read ‘em, or seen the films.

Acknowledgments to Wikipedia and iMDB

Book	Author	Film Lead (s)	Hoi Lung’s Comments
A Night To Remember	Walter Lord	Kenneth Moore	The Titanic story, told mainly from the perspective of the fated Liner’s Second Officer, Charles Lightoller. This is one of the few instances where I preferred the movie to the book. Honor Blackman also has an early role. A wonderful character, Lightoller not only survived the sinking, but went on to be decorated twice for gallantry during WW1 (DSC & bar), and in WW2 was one of those heroic few who took their ‘Little Ships’ to Dunkerque to assist in the evacuation of the B.E.F. Lightoller was again decorated, being Mentioned in Dispatches in 1944. Two of his three sons were killed during WW2.
Brown On Resolution	C.S. Forester	John Mills	One man takes on the might of the Kaiser’s Navy on a remote island in the Galapagos. Maybe this was an early blueprint for the ‘Die Hard’ (Bruce Willis) series! What they used to call a ‘rattling good yarn’ – and as always with Forester, a very authentic feel. There have been a couple of film adaptations, but I prefer the 1935 release to a later version (titled ‘Sailor of the king’) that moves the action forward to WW2.
Swallows & Amazons	Arthur Ransome	Virginia McKenna	Not my favorite Ransome book (that’s We Didn’t Mean to Go to Sea), but it’s a minor classic of its type. I think that these days Social Services would be investigating any parents who let their kids go off for days at a time in boats; ‘If Not Duffers Won’t Drown’ would not really hold up in court! Not a bad film for the family. Apparently made on a budget of £250,000.

# Going Foreign

## Good News for those going to France by yacht or motor boat

E-Borders scheme has been put on the back burner for the summer, they cannot cope with the cross channel ferries so far so are staying off our backs for the moment. This follows confirmation last week that the e-Borders checks and screening processes had been absorbed into the Border System Programme.

Gus Lewis, RYA Head of Legal and Government Affairs, and Stuart Carruthers, RYA Cruising Manager, attended the launch of a new Border Force Cutter, HMC Protector, at HMS President in London earlier this week where they had the opportunity to talk to the Home Secretary, Rt. Hon Theresa May MP, Home Office officials and senior Border Force personnel.

“The RYA’s understanding is that the Government still has no plans to introduce compulsory reporting of all intra-EU cross-border voyages by recreational craft as part of its new Border System Programme in the immediate future.

“However, it remains a possibility that such a reporting regime might be introduced at some time in the future,” says Gus.

“In this respect there has been no real change to the situation that has existed for the last ten years. The Government never published a comprehensive explanation of how the e-Borders scheme would in practice be implemented for recreational boaters.”

**Keep your eyes open however. The Border Force has poor PR skills - - - - (Editor).**

## Going Foreign

(continued from last month)

### 6) Specific Friesian Islands tips;

a) Speaking some German in their Friesians is very useful- we felt the lack of any fluency in that language on board.

b) The Dutch are happy to practice their English on you, as are most Danes and the Swedes, and quite a few younger French too. Our French gets used whenever we can.

c) The Dutch and Danes also prefer rafting up with you to a German boat - long memories still.

d) **“Moin, Moin”** is the all purpose all day greeting among sailors in the German Friesians-

Do Not use in the Dutch isles, see c) above.

### 7) Baltic & Friesian tip

a) Ensure you have plenty of Euros as a cash float when out on the islands- the fuel

bill on Omo in the Danish Belts had to be settled in cash, and I had to show the Vordingberg N HM how to do a debit card payment on his portable machine. The HM’s office machine on one Dutch Friesian island snapped my debit card in half!

The Bank could have a new one to my home address within 7 days - not much good to me on the other side of the Nord Zee, as I pointed out.

b) The German Friesian HM's and shops did not take either our UK Visa credit or debit cards- they needed Euro currency ones.

The Dutch islands took our UK cards with hardly any problems at all.

c)ATMs are few and far between, top up your cash float whenever you can.

From Schevengen northwards, on mainland or islands, you can expect to pay a deposit or fee for a variant of the TallyKey system,

particularly in Club or municipal marinas to access the facilities, shore power, water, pontoon access, laundry, etc.

Some places charge per 'Facilities' visit, others don't- all are different.

The principle is fair- berthing is usually far cheaper than UK, but you pay for the other resources your boat uses.

### **8)Northern France, Dutch, Belgian, Friesian & Baltic tip.**

If heading up from Dunkerque towards Den Helder and Cuxhaven and strong winds from N/NW F6 or above are forecast, get extra crew, use the Dutch MastUp Route through the canals, or change your plans!

Offshore on the 10m contour, inside the

various TSS lanes, off shore wind farms, and away from the big ships, it can get very lumpy indeed, but you can cover a lot of nm in a day, using the tides fully-eg Dunkerque to Breskens (Sorry about that, Belgium) 60+nm, Nordeney to Cuxhaven 68nm.

The Mast up route is a lot slower, as I think Tony Browne will confirm- 20m a day is good going due to locks, bridges, and priority to commercial traffic.

**Dick Tyrrell**  
**Tringa II**

## **Sites under consideration for the second tranche of MCZs**

At a meeting on 24 February Defra announced the sites which are under consideration for the second tranche (T2) of Marine Conservation Zones (MCZs) in England.

37 sites are being considered for inclusion in T2 which cover both inshore and offshore sites right around the English coast.

Alana Murphy, RYA Planning and Environmental Officer who was present at the meeting said "*This list is just an early indication of those sites that might be in the public consultation for the second tranche due to take place early next year, with designation planned to take place by the end of 2015*".

Defra is currently gathering further evidence on the proposed sites and during the year will consult with the different sectors, including the recreational boating sector, on management measures.

Defra plans to include an indication of what the management measures could be and what activities could be restricted in the public consultation.

**The sites in the Solent area are these:-**

- 🍏 Offshore Brighton
- 🍏 Offshore Overfalls
- 🍏 Utopia
- 🍏 Bembridge
- 🍏 Norris to Ryde
- 🍏 Yarmouth to Cowes
- 🍏 The Needles
- 🍏 Studland Bay

## **Flare amnesty: Dispose of your out-of-date flares**

Only up to **TEN** flares may be disposed of on Saturday 26<sup>th</sup> April at Northnay marina on 10<sup>th</sup> May at Hamble Point Marina, 17<sup>th</sup> May Cowes Yacht Haven, Sunday 10<sup>th</sup> August Lymington Yacht Haven and finally Sunday 19<sup>th</sup> at Hamble Point Marina

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