

# Emsworth Cruising Association

September 2015



## Commodore's Comments

From a slow start, my personal boating season has resolved itself into a giddy round of halyard hauling, singing, dancing and socialising in several languages. I probably don't need to say much about the Paimpol extravaganza as anyone who made it to the Festival will probably be delighted to give you their full impression of this great event.

We dashed back from a wind- and water-battered Cherbourg to a rain- drenched Bank Holiday Swanwick to host a Rally. Well worth it to catch up with all our friends. Thanks (as usual) to Derek and Sheila for the loan (again!) of *Badgie's* saloon for a Saturday get together.

Finally, we had an amazing time in Cowes, at a weekend brilliantly co-ordinated by Andrew Lane, a) dancing furiously but very responsibly on the tables at 'The Folly' (Swan Lake not advisable) b) viewing the vintage powerboats zoom off to Torquay from *Tamarisk* (she also gave us sailing types the opportunity to go slack-jawed with amazement whilst experiencing that new nautical concept **ACCELERATION**) c) witnessing the collision of two different boating worlds as we caught up with Dave Percival and Andy Roan who were in Cowes crewing *Alice Pellow* at the Gaffers' racing (as she glided gracefully from Cowes Yacht Haven the powerboats came in and started a throaty bout of revving up).

On the whole it has been as most enjoyable season but I must report that my new inflatable dinghy and I are now sworn enemies. Not only is it, as I described, as 'big as a London bedsit' it also flatly refuses to go back into its valise. Northney Marina must have hilarious footage on its CCTV of Nicky and I rolling it, sitting on it, kicking it and eventually trundling it



Barrel Man in Paimpol by Neil&Karen, Koto

to the car looking like a collapsed covered wagon from an American Western. They better not put it on YouTube!

We're packing up already for the ever enjoyable Boat Show Rally and don't forget our end of term rally to Chichester Marina on the 26<sup>th</sup> – attendance by boat, car or skateboard is very welcome. And then we can brighten up the lengthening nights with the social part of the calendar.

**Charles Harrison** (busy designing a winter cover for *Witch Hazel* who is a lot easier to roll up than *that* rubber dinghy).

**Stop Press** The winning big powerboat clocked Cowes to Torquay **and back** in just over two hours at over 90mph average. Spiffing effort there *Vector Martini Rosso*! Now if we can just get a new staysail for next season we may take you on in 2016.

# Emsworth Cruising Association Annual General Meeting Advanced Notice

The ECA AGM will be on the evening of Saturday 24<sup>th</sup>  
October 2015 at the Emsworth Sailing Club

To:- Receive reports of the present officers, approve accounts, elect or re-elect all the Officers, receive a proposal to alter our financial year **and** anything else that has been notified to the Hon Secretary, Tim Shaw, at least 14 days before the AGM (rule 17 to be found in your Year Book).

Officers willing to carry on for the next year are:-

- |                           |                  |
|---------------------------|------------------|
| 1. Commodore              | Charles Harrison |
| 2. V Commodore            | Derek Ellinor    |
| <b>3. R Comm Cruising</b> | <b>Vacancy</b>   |
| <b>4. R Comm House</b>    | <b>Vacancy</b>   |
| 5. Hon Sec                | Tim Shaw         |
| 6. Hon Treasurer          | Neil Fuller      |
| 7. Membership Secretary   | Paul Bowman      |
| 8. Internet Secretary     | Graham Davis     |
| 9. Motor Boat Rep         | Andrew Lane      |
| 10. Newsletter Editor     | Alice Tyrrell    |
| 11. Federation Rep        | Tony Browne      |
| 12. Yearbook Editor       | John Baldwin     |

It will be seen the posts of Rear Commodore (Cruising) & (House) will be vacant. All members are qualified to hold the post and Nicky & Dick will ensure a smooth handover and answer questions and help the new post holders while they settle in.



## Dance on the Duver 1 -2 August from Koto

This was down as a B rally and although I had posted a couple of times on the ECA website it appeared that no-one was going. As it happened this was not the case and we effectively had a pop-up rally. Suzy and Mark in Moondance went over to Bembridge on the Thursday and managed to snaffle a pontoon berth which made it easy with the dogs. Karen and I left from EYH in Koto on Friday morning as soon as the tide allowed, along with Dave and Kay in Alice Pellow. John was due to put Carina on the scrubbing grid that morning to get her ready for the following week's Paimpol Rally and was going to come over on the Saturday, with Julie joining him in Bembridge via ferry. Andy and Jennie in Tamarisk were also coming over on the Saturday.

The trip over on Friday was a great sail in sunshine with the South wind having enough East in it to allow a direct sail to Bembridge. The pontoons were already filling up and we were rafted third out on the North side of the pontoon. The afternoon was spent decorating Koto in a vain attempt at the best dressed boat award. In the evening the harbour puts on a food stall serving paella or lamb tagine and musical entertainment in the form of a live folk group. The six of us who had made it so far all got together and had a good evening.

Next morning was a mass of activity as it was the crabbing competition, and you could hardly move on the pontoons for excited children (and adults) crabbing. Many baits and styles were evident and judging by some buckets some were very effective (I think fish heads won the day). The six of us set off at 11:00 to walk round the coast to the Crab and Lobster Pub. We had to go across the harbour in separate ferries due to volume of passengers which gave us a great opportunity to watch Mark and Suzy's dogs being extremely amusing

and getting extremely excited trying to bury stones in the sand. There was some very impressive excavating going on.

We had a smashing walk around to the pub and think we saw Tamarisk powering her way over as we did. The pub does very nice seafood so we stopped for lunch. We actually should have walked on a hundred yards further as there is also a very nice Café just a bit further on also doing nice seafood. Well that's one for next time. We walked back directly through Bembridge to the beach and got the ferry back again where we met Julie on the lookout for Carina. We later found out that John had had to battle a freshening wind right on the nose and with the Solent chop had to motorsail off the wind to make progress, so took longer than expected. To make the day complete there was no more room on the main pontoon and so Carina had to moor on the fisherman's pontoon opposite. She developed a bit of a lean as the tide went out as she partly grounded.

On getting back I also found we now had a Westerly Griffon rafted outside us. I did say to the owner I thought he was pushing it having seen the width of the channel with the tide out, but the berthing team had told him to go there and it would be alright. As it happened, as the tide went out they started to lean into us. Despite juggling the mooring ropes it became apparent that the masts and rigging were going to cross and my forestay was already deforming. In the end I had to tie the main halyard from my masthead to the pontoon and use the winch to pull us over far enough to keep the masts apart. They moved as soon as the tide came back in far enough later that night and no damage was done.

That evening was the main dance event. Pre-event drinks and nibbles were hosted by Tamarisk. Andy and Jennie had not been

able to obtain tickets unfortunately so could not get in. The event is kicked off by the local duo That's Life and are followed by The Undercover Band as main act. Both are very good. Great burgers and sausages were available from the BBQ area and real ale from the bar. It was a great evening topped off by an excellent fireworks display.

Sunday saw a mass exodus and absolute chaos. Some left a bit too early and got stuck on the mud and several boats did not look before manoeuvring so much shouting and fending off ensued. Carina, Tamarisk and Alice Pellow left at that time. We were not leaving until the Monday so moved into a free space out of the way as soon as possible. Within a couple of hours there were very few boats left and all was peace

and quiet. We walked round to the Fisherman's pontoon and had lovely lunch of a half Bembridge lobster salad each on the verandah of the Café there, well recommended. We followed that with a relaxed afternoon and evening on board. Monday saw Koto and Moondance head back to EYH with a downwind sail in fresh conditions. All in all it was a great weekend and our second time. We would recommend it but make sure you book the boat in and get tickets early, it is very popular.

**Neil Fuller**

**Koto**

## A message from a catamaran owner



A catamaran owner once told me that there are three kinds of cruising craft.

He described them as 'Half a Boat, a Boat and, a Boat and a Half'.

In his view, only the Boat is

suitable for long trip cruising providing the space, stability and speed for passage making. I think the attached snap taken in St Peter Port illustrates his claim!

**Derek Ellinor – Badgie II**

## 2015 Paimpol Rally – From Koto

Having done my first ever cross channel trip to Cherbourg in July I managed to persuade Karen that we should next do the Paimpol Chant De Marin Festival as



our first proper foreign sailing holiday.

Having driven down the previous evening we left EYH at around 05:00 bound for Cherbourg, along with Carina and Tringa II, so we sailed in company. Winds were light so it was a motoring job on very calm seas in sunshine. 18:30 saw us all on the Cherbourg visitor pontoons, with Carina leading the way. Saturday was spent in Cherbourg as a rest day so Karen and I did some sightseeing and bought some lovely apricots from the market. It had to be an early start at 03:00 on Sunday to make the Alderney Race so everyone went to bed early that evening.

03:00 Sunday saw us ready to go but Koto's engine decided it was not playing ball to start with and the starter would not turn over. I must have a slightly duff connection as some jiggling of the wiring to the starter got it going and off we went. Going out of the West entrance in the dark was fairly straight forward although there were quite some contrary currents to be navigated in the Grande Rade. There was a dredger near the entrance which was rather brightly lit which made other lights difficult to see. Once out of the entrance it

was quite unnerving to be staring into the pitch dark of The Channel. I had done a limited amount of night sailing, but around The Solent where you are always surrounded by lights. It was also

unnerving to look back and see how difficult it was to pick out any of the navigation lights against all the others.

Koto, Carina, and Tringa II were all once again in close company and followed the coast towards the Alderney Race. We were treated to a lovely sunrise. Again, there were only light winds so it was motoring again, a bit of a theme for the whole trip. We were soon passing Cap de la Hague where it became a little choppy for a while as we were there a bit earlier than slack water, having made good time once we picked up the inshore counter current around Omonville. Once round the Cap the wind picked up a little but was too fine on the nose to be useful. The rest of the journey was uneventful and smooth, although we encountered some chop as we passed close by the Banc de la Schole.

We all arrived just after midday. There was some confusion in the entrance to St Peter Port as several boats were milling about waiting for the fuel pontoon. I thought they were queuing to get in. On top of that the cruise liner Britannia was anchored in the Little Russell and their orange shuttle boats were dashing back and forth. However it

was soon sorted and all of us were safely on the Swan pontoons. We decided not to go into the marina as we did not want to be dependent on the sill. The Swan pontoons



are connected to shore and are quieter than some parts of the marina so this was no hardship. Once we had settled in, Andy Lane popped over to see us all. He and Jennie had arrived in St PP in Tamarisk the previous day having gone direct from Emsworth. Andy gave us a speedboat ride round to St Sampsons and back in the afternoon as he had arranged for a cheap refuel there. Andy also suggested eating in the Terrace Garden Café, a Thai Restaurant/Bar overlooking the harbour, which we all duly did that evening. It is well recommended as the food is excellent, and cheap. Suitably replete we all retired after a long day.

Next day (Monday) we stayed in Guernsey and everyone did their own thing. Karen and I visited Castle Cornet and got information overload. They really let you know the whole history. We also watched them fire the noon day gun, a daily event. Even though I knew it was coming I jumped a foot in the air and lost hearing for a bit. In the afternoon Dick came and gave us his rendition of some verses he had been working on relating an unfortunate event that had occurred last year to one of our number involving an automated public loo. Carina lost her crew as Jonathan, John and Julie's son, had to fly out. We ate on board

that night and again had an early night as we were leaving by 07:00 the following day for Paimpol.

07:00 Tuesday and we were on our way again. We had decided to go west of the Roches Douvres as the tide would take us West at first anyway. The weather this time decided not to play ball and by late morning rain showers had set in and visibility was very variable. There was still not much wind so again we were motoring. The Roches we gave a 3nM clearance as they slowly disappeared in the fog. By the time we closed in on Ile De Brehat it was raining quite hard and visibility was really quite poor. I was intending to go in via the Chenal du Denou but as I had to line up the Denou tower with Plouezec Church Spire, neither of which I could see, I decided to go round Les Charpentiers past L'Ost Pic and up the main channel via La Jument. I could have used the plotter as I had a waypoint at both ends of the Chenal, but seeing all those jagged rocks around and not being able to see landmarks I did not want to tempt fate on my first visit. The 3.5 knot cross current also had something to do with it as you had to get it right. Once past La Jument the rest of the journey was quite straight forward as the channel to Paimpol is clearly marked, and there were other boats to follow.

The next challenge was Paimpol Lock. We arrived just as it had filled with boats so had to mill around with several other boats now waiting. I have terrible trouble keeping Koto





on station so decided to do pirouettes for what felt like hours but was probably 10-15 minutes. I think I bemused a few people. Luckily the lock went into free flow on the next cycle so we went straight in, only to have to wait 10 minutes for the berthing master, so I started pirouettes again. When he came back Tringa got put onto a raft one side and Koto and Carina were squashed between the pontoons on the other to form a new row trapping all boats both sides. In the end we also had Tamarisk plus 4 other boats in a line. We weren't going anywhere now until the end of the festival!

Once all ropes were in place we found we had no easy way to get to shore. The

ladder on the marina wall was rusted and two key rungs had vanished. In the end I used a step fender lashed to the remains of the ladder to fill the gap. Andy also launched his dinghy to act as a stepping stone to the stern of Tamarisk as an alternate and probably safer route. A visit to the Capitainerie had us all booked in. It was just over 100 Euros for Koto for the whole week and included a ticket to the festival (only needed if you wanted to go outside the festival area) so good value.

Wednesday and Thursday saw us all exploring Paimpol and its surrounds. Paimpol is a lovely town and there are fantastic walks all around in lovely scenery. We had a joint meal on the Wednesday evening at the Neptune Restaurant. Really nice seafood at a good price. Due to an error in communications Alice and Dick were on a separate table unfortunately. By the end of Wednesday the harbour had undergone an amazing transition from when we had arrived, as all the stalls and stages were now in place, and all the boats in the No 1 basin had been moved ready for the Gaffers, Tall ships, and plethora of other craft due on the

Thursday.

Thursday was the start of the festival proper with the parade of boats starting in the afternoon. We picked our spot along with thousands of others to watch as the boats came in. It was everything from rowing boats to three masted square riggers. Some could only just get in and needed nudging round the corners by strategically placed ribs. ECA Commodore's very own Witch Hazel



paraded in towards the end. Dick and Alice were on board having gone off and helped Charles, Nicky, and their son bring her round from Lezardrieux. All the boats were enthusiastically clapped and waved in by the crowds. What to say about the rest of Thursday, Friday and Saturday/Sunday. It all seems a bit of a blur now. There was so much going on! It's one of those 'You had to be there' events. So a small snapshot. 4 main stages plus a stage on a fishing boat with acts going on from 14:00 to 02:00 (and beyond). Various marching bands and small groups of musicians scattered all over the place. Food stalls, craft stalls, book stalls, clothes stalls, restaurants, activities stages, and loads of historical craft. Oh, and a camel (see photo). We saw acts of all sorts from all parts of the world. Most from Europe but several from South America as there was a South American theme for one stage. Music was from the surreal (Anna Calvi (Ooer! is all I can say)), to the very traditional (too many to list). I think we must have heard 'What shall we do with a drunken sailor' in several languages and several versions of 'Le Vieux' by Michel Tonnerre (very catchy). Special mention must go to Jull Dajen, Radio Babel Marseille, Whiskey and Women, Sheepsfolk, and Txarango. Chamal from Chile were also entertaining. In fact we

enjoyed most of the acts.

Monday came around all too soon. It would have been good to have spent more time around Paimpol itself, but we had to get back. Extracting ourselves was not too difficult, once the outer boats were moved, and we were away just after 10:00 on free flow. What a sight we had on leaving as we were following out a number of the festival boats. We could have been in Pirates of the Caribbean. We got some fantastic photos with the sun still low. We left with Tamarisk and Carina. Tringa was staying another day as was Witch Hazel. Tamarisk was heading to Jersey, with Carina and Koto going back to St PP.

As per the rest of the trip it was another motor back, again going west of the Roches Douvres following the tides again. Highlight of the day was seeing dolphins. A pod approached and swam with us for a while. It is the first time we have seen dolphins from the boat. We had to push against the tide for a few hours in the middle so getting back was longer going this way, arriving at around 18:30. The weather was a lot better though. We again went back to the Swan pontoons with the plan to stay for another day and then sail for Dielette on the Thursday. It would be a 05:00 start to make best use of tides. Both crews went for an Italian meal in the evening in a restaurant along the promenade.



Throughout the whole of the trip to date Koto had been suffering a small diesel leak which although not great looked to be getting worse so thought I should do something about it. I called Graham from Graham Turner Engineering at 08:30 on Tuesday morning and he was there by 09:00. It was diagnosed as coming from the fuel filter after the lift pump. Despite replacing the seals and banjo copper washers it kept leaking so the only option was to replace it. Graham went off saying he

would salvage one from his old engines but may not be back until the evening. As it happened he returned at 14:00, fitted it, and bingo, no leak. Marvellous service, and my thanks to Graham for doing this at such short notice.

Unfortunately having to wait in for Graham meant I missed out on walking/sightseeing but at least did get out for a bit later. Karen and I had a great seafood meal in the Boathouse on Victoria Pier before retiring to bed for tomorrow's early start. At about 23:00 we were woken by a French boat rafting next to us. I explained in my 'best' French that we were leaving at 05:00 next day (nous allons a cinq hours demain) and they said they were too so it would be ok. At least that is what I thought they said.

Well we were ready at 05:00 but we had to wake up the French boat and did not get away until after 05:30 as they messed about. To make best use of tide we used the last of the South going tide to go South round into the Big Russell and then head across, missing the North end of Sark and picking up the North North East going tide. There was a bit of wind, although there was also rain in the air, and Koto did manage a couple of hours of engine off sailing, the only time in the whole trip. Closing on Dielette we had to head directly at the nuclear power station at Flamanville as the current was taking us on a true heading 30 degrees further north. Entry was fairly straight forward and we found loads of space on the Visitor pontoon in the main marina. The trip was quicker than expected and we arrived around 13:00.

Dielette is a very small village, but a lot of money is currently being spent on it with a major building job at the marina and new roads and facilities in the village. It is being made into more of a destination for sailors and French tourists. Karen and I had a walk around when it wasn't raining. In the evening we ate in the restaurant just up from the marina whose name escapes me

(Raz de ???). It was fantastic. For 22 Euros you got a three course meal. I adventurously had 6 Oysters for starters, rump steak for main, and profiteroles for sweet. The house red was also very acceptable. We were all full by the end. Well recommended.

We departed Dielette at 10:30 Thursday aiming to get back to Emsworth by 04:00 Friday so we could get in on the tide. Light winds yet again meant it was a motor all the way back. Apart from avoiding a couple of ships the journey back was fairly uneventful (rough through the race as we were early, and we did have another group of dolphins for company at one point). It was nice to see St Catherines light again. We made it back into Chichester Harbour by 03:30 so were almost too early to get over EYH sill. We were glad to get to bed after 17 hours.

So all in all an excellent adventure with lots of firsts for us. We both really enjoyed it and now have a taste for doing other trips across the channel.

**Neil & Karen, Koto**



Camel' in Paimpol

*Disclaimer:*

*The opinions expressed in the articles in this Newsletter are those of the individual only and not necessarily those of the Emsworth Cruising Association. No responsibility can be accepted for any inaccuracies or omissions.*

# Swanwick Rally August 29-31 2015

To begin with we, the OoD's, were delayed in Cherbourg by several daily gales brought about by a playful Atlantic low meeting a similar roguish pressure system popping up from Biscay. Rain varied from heavy to torrential. The boat's cabin steamed somewhat. A Belgian dive boat turned up through the howling wind and murk and promptly left to explore the wartime casualty of a Belgian liner lying on the seabed 50 metres down. They probably had better weather down there. Eventually the wind turned benign and we undertook a dash straight to Swanwick via the Needles passage. The gales had left a legacy of roly swell which threatened to knock the boat into unexpected gybe situations. Charles had the honour of doing a lot of helming on that trip.

I made the mistake of using the state of the art laundry at the marina to get rid of all that salt-encrusted clothing. The drier spoke 10 languages but didn't understand 'Get hot' in any of them; the washing was still damp on Monday! Leaving the t-shirts to their fate, we welcomed *Badgie 2*, *Elwing*, *Firefly* and *Gemini* to the mighty

Hamble. Not to be outdone by our epic dash, Dick, Alice and *Tringa II* flew up the Alderney race and across Channel all the way from Portbail to Swanwick (with only a brief pit stop in Lymington en route)!

After all that watery boating, we were relieved to collapse into *Badgie's* saloon (again both owners and boat deserve medals) away from the steady rain fed drips we would have experienced in *Witch Hazel*. We proceeded to enjoy an evening of witty conversation, not all of it boat-orientated.

On Sunday, we enjoyed a traditional lunch across the road at The Navigator and were delighted to be joined by Andy Penny –Brown and Wendy and Anne and John Baldwin, who are currently checking out the Med on behalf of the ECA (getting the laundry done down there can also be a problem apparently).

By Monday, we headed for home with *Witch Hazel's* crumpled laundry in a sack. Thanks to all who came along to try the Hamble –it's just a pity that all that precipitation in sight made it difficult to see.

**Charles and Nicky (Chief Washerwoman)**  
**Harrison**  
*Witch Hazel*

## 'Elwing II cruise pt 4'

Tue 14/7

From Dordrecht northward, first to Leiden. Weather again "Af-en-toe regen" but more "toe" than "af". Clear trip up to the 1st low bridge at Algra, then some other boats collect during the half hour wait. Up the Hollands IJssel to Gouda, planning to arrive at the lock with 1/2 hour to spare before the railway bridge. The railway times are now MUCH friendlier than they were 2 years ago but you still don't want to miss an opening. However, we have to share the lock with a barge & the lock is full with 2 boats alongside just before me. The lock opened 5 minutes before the

railway bridge time & that's a kilometer away. Big scramble to get out of the lock then warp speed up the channel to the bridge: I'm last yacht out because of the 2 ahead of me. Squeeze through the bridge just before it closes 4 minutes after the opening time. The majority of boats now form an informal convoy as bridge after bridge waits till we are all together before opening. At Alphen-a-d-Rijn, 6 boats head direct for A'dam & the night convoy; the other 3 (with me) head west for Leiden. There is a break in bridge working for yachts from 18:00 to 20:00 but a passing barge gets us a free pass. Pass another barge motoring backwards because

he can't turn round: seems to be in control. Leiden is apparently full and we eventually find places at the last marina on the way out. 40 Minutes walk into town for a meal, trying to memorise the route, & 30 minutes back hoping I'd remembered it correctly. Supposed to be wifi in the marina but I haven't seen the HM so don't have the code.

Wed 15/7

Find that I have 5 minutes to pay the HM & download some web-stuff before I need to leave for the next bridge. Weather again "Af-en-toe regen" but perhaps more "af" than "toe", though not much in it. Clear trip to the 1st (low, railway) bridge at Sassenheim. This also used to be a killer but is now much friendlier. A new convoy forms as we wait for the bridge. And again, the bridge men/women keep us all together. A large Swiss motor cruiser tries to jump ahead of the convoy at the 1st bridge but is reined back in at the 2nd. We get stopped at the bridge just before Haarlem and find that we get an escort, another barge, that only just fits round the bends. But it only goes half way & we have to wait again. Everyone has to stop at the northern end of Haarlem to pay for the

passage, weighted for size, & E10 for me. Being thoroughly fed up with getting rained on, I stop at the Haarlem Yacht Club marina. "Visitors this way" on the sign but the chart says shoal water. Don't touch anywhere and get assigned a box. Loads of hot water in the very comfortable showers & lightning fast wifi. (So I can post cruise notes.) An even longer walk into town, but at least I get a map to follow.

Thu 16/7

Easy start with a bridged lock and a motorway bridge. (How would that go down on the M25?) Then another easy bridge into the North Sea Canal. As it's early, I decided to go right through Amsterdam, and waved to the big new marina which seemed full. Out the other side, lock then bridge, into the Mzrker Meer (bottom part of the IJssel Meer). Finally got the sails up again after 2 weeks and drifted north to Marken. Weather fair, warm but not baking and wind light & of course on the nose. Marken is a quaint little island, now connected to the main land by a causeway built after the place was almost destroyed in a gale 99 years ago.

You may view the latest post at

<http://www.emsworthcruisingassociation.co.uk/wps/2015/07/28/elwing-ii-cruise-pt-4/>



## Bosham Sailing Club Boat Auction

Sunday 20<sup>th</sup> September

Viewing on meadow from 09:30

Auction on the Terrace at 11:00

To enter a boat, please contact

Club Secretary on 01243 572341



10% commission  
set your own reserve



Abandoned boats  
to be sold off  
with no reserve!