

Emsworth Cruising Association

January 2016



Contents: Commodore's Comments, Free Food & Drink, AGM Minutes (end part), Navigation Electronic and Traditional, Chichester Harbour - Notices to Users, Recipe.

2015/08/16

Commodore's Comments

HAPPY NEW YEAR EVERYONE!

It's that time of year when you groaningly fill in the Tax Return you vowed to do back in October. It's the time when you put the Christmas decorations back in the loft, only to find that Grandma's Father Christmas-shaped candleholder is still slap bang in the middle of the kitchen window sill. It's also time to think of the cruising year ahead, even if the boat is turning happily green in a marina car park.

Plans can be discussed at the Commodore's Dinner at the Sussex Brewery on the 16th January 2016. Please sign up for this if you can as we'd like to see you and find out what you got for Christmas.

Also, for early starters (or those among us who never stop), we offer (on 23rd January) an invigorating dash around the Harbour under the eye of Dick Tyrrell, aided and abetted by Tringa II. This will be followed by a cosy pub Burns Night and a final dose of soothing high-energy winter food, in the shape of a Sunday 'survivor's' breakfast, has also been offered.

Then it's stand by for the celebratory Jubilee Year – the Emsworth Cruising Association has officially been avoiding

nasty conditions on the Bar and beyond for 50 years! Please consult the Website for details; the site is our club GPS it tells you where we are, where to go and what to expect. Furthermore, a printed programme is always available inside the back cover of the Yearbook, which should be with you soon.

On the subject of our cruising programme it's also the time of year when we invite members to be Officers of the Day, which in effect means hosting and counting heads during our rallies. Most of the groundwork will be done so it's not too onerous and we can give a lot of support and advice, if necessary.

We also lack a Rear Commodore to tack (*sic*) care of cruising matters. In the spirit of nautical heroism, I am keeping an eye on this, but would love to have a deputy, if only to stop Nicky saying: “ Yes-there-is-a-high-spring-tide-on-the-16th-and-I'm-not-supposed-to-be-doing-this!” She's right, of course, she's supposed to be filling in my Tax Return.

Charles Harrison

Witch Hazel

Front Cover Photos

For the New Year, a change of design, because a photo of indeterminate age was sent to me showing Charles in his (in those days) hi-tech 'Yellow Oilies' on the roof of a Narrow Boat, (top left).

Top right shows Charles squinting into the future on the “Deck” by Tr

and finally; (bottom) Charles toasting the ECA at the 'Chant du Mer' in Paimpol 2015 on the Gaff Rigged Boat **Witch Hazel** by DT.

(Note: photography was invented in 1847 and became a more practical technology in 1857)



Free food and drink!!



The ECA At Home



Don't forget the date for your diary is noon on **20th February 2016 in The Stable Barn** at Eames Farm, Thorney Island (past EYH on the right).

An application form is on our website so we can get the catering right.

Alternatively, if you would like to attend then please give me a call.

Derek Ellinor, 07572 4301435.

(NB wearing a grey beard is definitely optional!- Ed.)



Next Rally – in two parts

1 Sail out into Chi Harbour with Tringa II to have the cobwebs blown away. Return on the same tide to EYH. **If you boat is on shore then ask to sail on someone else's boat.**

2 Burns Night at the Sussex Brewery.

Make sure you book in for the Rally & Meal with Dick on our [<EmsworthCruisingAssociation.co.uk>](http://EmsworthCruisingAssociation.co.uk) web site. Burns Night covers are limited and going fast.

Minutes of the last AGM held in ESC on Sat 25th Oct. '15

Newsletter Editor's Report - Alice Tyrrell

AT noted that the last two editions of the newsletter had run to 12 pages of content, so thanked contributors but urged people to keep coming forward with their articles.

AT reminded the committee that the deadline for submissions to be received for the photo competition was 1st November, with the presentation to be made to the winner at the Christmas party.

8. Election Of Officers

The meeting agreed that the officers of the association for the forthcoming year would be as follows (following ratification of the new nominee for the post of Rear Commodore (House) at the preceding committee meeting).

Unfortunately there were no nominations or volunteers

... .. **to undertake the post of Rear Commodore (Cruising).**

Commodore	Charles Harrison	Happy to serve in current role
Vice Commodore	Derek Ellinor	Happy to serve in current role
Rear Commodore Cruising	Vacancy	
Rear Commodore House	Suzy Dorsett	Proposed by Dick Tyrrell Seconded by Charles Harrison
Hon. Secretary	Tim Shaw	Happy to serve in current role
Hon. Treasurer	Neil Fuller	Happy to serve in current role
Membership Secretary	Paul Bowman	Happy to serve in current role
Internet Secretary	Graham Davis	Happy to serve in current role
Newsletter Editor	Alice Tyrrell	Happy to serve in current role
Federation Representative	Tony Browne	Happy to serve in current role.
Year Book Editor	John Baldwin	Happy to serve in current role

9. A.O.B.

Phil Newman requested that Application for Membership forms be made available as paper forms as well as the electronic format. A paper format was given to Philip.

Charles closed the meeting by making the traditional Commodore's plea for more members to volunteer as OOD's for association rallies.

Meeting closed at 1945hrs

Navigation conventional or total electronic?

Here is a photo of our plotter in 2013, showing an AIS signal from very far in-land in Denmark. We wondered whether it was an aberration of the electronics or a boat on a trailer at 60 kph with their AIS Class B transponder still working.



Traditional Navigation Methods are not obsolete yet.

Some of the more ancient mariners were taught entirely compass, pencil, plotter/ruler, paper chart and, if you were taking advanced level navigation, how to use a sextant. The younger or more recent learners have been taught nearly entirely electronic instrument navigation.

There is nothing wrong with your instruction era. However what do you do if all your electronic instruments fail? Do you always trust the instruments? Does your instinct kick in?

We have heard of this Doomsday scenario happening to a young French couple who with friends, chartered a brand New Bavaria, only a fortnight old, which caught fire mid channel and put ALL their electronics out.

They put the fire out but had no VHF, chart plotter, GPS, speed or distance instruments, only compass and personal watches. They fortunately had paper pilots, almanacs, and charts.

They finally got to Plymouth, but having only sail power and no means of sending a Pan Pan, they had to sail in circles in the hope someone would find out why? They were eventually towed into a marina.

A good yarn told on a wet night in St Malo over a convivial drink, but no fun at the time.



Moonlight Navigation; out sextant for a moon sight.

BUT

What would you do in similar circumstances, or after a sudden lightning strike, such as that which gave an off shore racing friend no time to shove a GPS and handheld VHF into the Faraday cage of the yacht's oven?

Well, you can keep your GPS position plotted hourly on a paper chart and recorded in your Logbook. You can make sure you have a spare compass, a hand bearing or sighting one is very sensible. The Iris 50 is

pretty bombproof, and not that expensive these days. Our Iris 50 is now on it's third boat since we bought it and has done as many nm's as we have.

An analogue (with hands on the face) watch and/or demountable ships clock are also useful, you can use the hour hand of the watch/clock as a sun compass, and if it's got a rotating bezel, you can use that to remember the tidal state.

Three small open Dutch bidders, seen here visiting Spiekerooge, Friesian Islands, in their live fish well days (the fish well was where the cabin now is!) these boats regularly sailed from the Friesians across the Nord Zee right up to the old Billingsgate Fish Market, in the City of London. No engine, just sail and sweeps.

Learn to estimate your position on the chart without any instruments. It is not rocket science, ancient navigators used to do it all the time. Cruising Wayfarers long range, you learnt very quickly how many nm your thumb top joint measures! It works on bigger boats in rough weather too!



A good read and some very useful tips can be found in "**The Barefoot Navigator**": Navigating with the Skills of the Ancients by Jack Lagan (ISBN: 9780713674293).

Like firemen, who use breathing apparatus on quite small fires, so that they get used to the encumbrance, try to habitually use paper and pencil with estimated positions on all your small journeys so you learn from your own experience.

Then when something electronic goes phut on a longer trip, perhaps in unfamiliar waters, you have the confidence and practiced skills to complete the trip safely.

Andy Penny Brown will probably remember the night passage he made with Dick from Emsworth to the Royal Victoria YC, on board our Red Fox 20', 'Vulpes Expeditus' which



Wootton Creek at last light, looking North, the two unlit channel lateral bouys are the black dots to the left of the exposed mudbank south of the ferry berth.

they did, ignoring the electronics, to keep their traditional pilotage skills up, deploying compass, handbearing compass, even got the lead line out, but didn't use it, as water too shallow at journeys end to creep or 'drudge' in immediately with the tide onto the pontoons.

Probably a very memorable trip for APB, as safely arrived in Wootton Creek in the early hours, despite a lack of decent wind on the way,

whilst waiting for more water to come alongside at RVYC, Dick nearly brained APB with the back swing of the kedge he was throwing underhand over the stern. Andy in fortunately thick woolly hat, came up from the galley below just at the wrong moment, to announce the (very late) supper pies were heated nicely.

Fortunately both Andy and the supper's hot pies were not badly damaged, and the kedge was successfully deployed to keep 'Vulpes' on the suddenly very windward east side of the channel just between the two small lateral buoys of the Creek channel. This despite the wind and IoW ferry's station-keeping wash's best efforts.

Apologies were tendered and accepted over a medicinal tot to relieve shock in both crew. From this incident comes a reminder to stick firmly to the rule on a small or even a big boat to announce your intended actions to fellow crew members, particularly if conditions suddenly change, just in case!! **Alice & Dick Tyrrell**

How helpful/entertaining did you find this article? Please tell your Editor.

Local Notice to Mariners No.01 of 2016

NOTICE TO MARINERS IN FORCE

NOTICE IS HEREBY GIVEN that the following Chichester Harbour LNTMs are in force 1 January 2016:

12/15 Reduced Depths Sandhead Bank in Chichester Channel

Mariners are advised that a recent bathymetric survey of Sandhead Bank, NE of the East Head Anchorage, shows a least depth of 1.8m below Chart Datum in approximate position: 50° 47'.52 N, 000° 54'.62 W

Other depths in the vicinity of Sandhead Bank are as charted. (15/7/15)

13/15 Depths Chichester Bar

Mariners are advised that a bathymetric survey of Chichester Bar undertaken June 2015, shows a least depth of **1.1m** below Chart Datum. The full survey is available on the [Conservancy's website](#). (15/7/15)

ALL OTHER NOTICES TO MARINERS ARE HEREBY CANCELLED

Richard Craven 1 January 2016

Harbour Master & Acting Conservancy Manager

Local Notice to Mariners No.02 of 2016

GENERAL INSTRUCTION AND ADVICE

This Local Notice to Mariners is to be read in conjunction with the Byelaws for Chichester Harbour which may be obtained from the Harbour Office or online at

www.conservancy.co.uk

Chichester Harbour Conservancy is responsible for managing the risks associated with marine operations to ensure they remain as low as reasonably practicable, but has no wish to over-regulate the use of the Harbour. Going afloat can never be free of risk and everybody who uses the Harbour, especially those in control of vessels, has an important role to play to ensure the Harbour remains safe.

There may be times when it is not safe to participate in a particular activity. Before taking to the water those in charge of vessels, adults responsible for children and those organising events and races need to carefully consider the prevailing weather, tidal and traffic conditions.

Harbour users are advised of the following measures to facilitate the safe use of the Harbour: The Notice is quite detailed and lengthy, so is not reproduced in full here.

So ECA Members are therefore encouraged to read and digest all that Richard Craven has covered in this Local Notice. This LN 02/2016 covers not only the obvious, common sense approaches to our sport, but also the more nuanced and subtle requirements for our activities.

For example; Did you know that if a friend offers to dive and check your hull, their dive will, under the Notice, be expected to meet the same requirements as a professional dive “for favour or reward”(see note N° 9(a)&(b)).

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.

Recipe of the Day: Meat Loaf

Ingredients:

2 tbsp butter, 8 oz sliced mushrooms, 1 cup chopped onion, 1 stick celery thinly sliced, 2 tblsp water, 400 – 450 gms ground steak, 4 slices wholemeal bread in crumbs, ½ cup flour, 1½ tsp seasoned salt, 1 tsp dried thyme, 1tblsp fresh parsley, 3 tblsp soy sauce or marmite or oxa cube.

Method:

Melt butter in the pan and add mushrooms, onions, celery, carrots and water. Heat, cover and cook for 10 minutes or until just tender. Chop parsley. In bowl combine meat, flour, breadcrumbs, salt, thyme, parsley, soy and cooked vegetables. Transfer to loaf tin.

Bake at 350F/180C/gas mark 4 for 1 hour and 10 minutes or until crusty and brown.

If your oven is big enough add clean jacket potatoes for 4 and increase the cooking time by 30 mins. Alternatively serve with crusty bread.

(All the prep can be done in the morning and kept cool until you arrive at your destination – then as soon as you arrive place in cold oven, turn on, then continue to pack away and prep boat for overnight. All will be ready before the first digestive is finished)

Enjoy after a long cold sail.