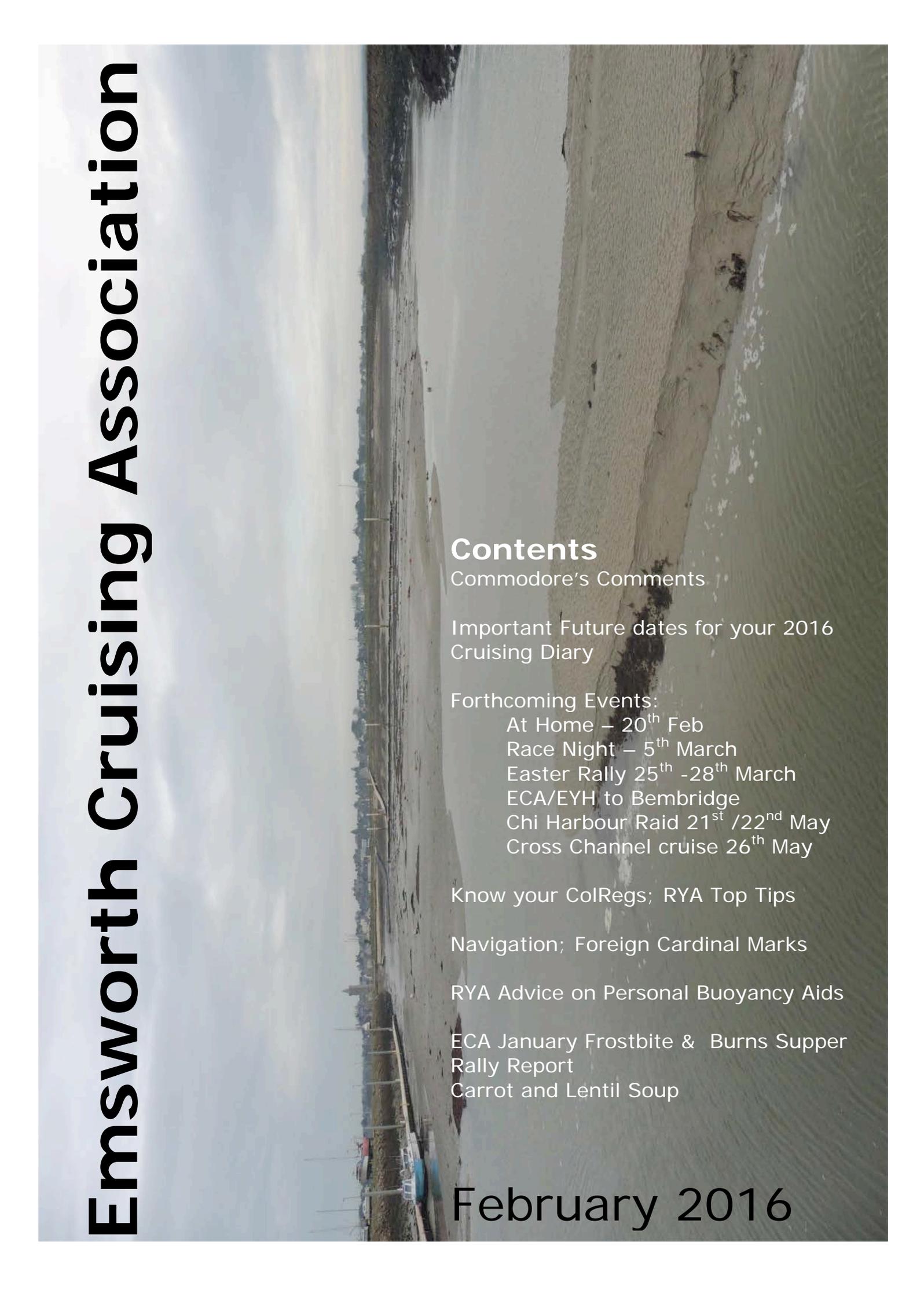


# Emsworth Cruising Association



## Contents

Commodore's Comments

Important Future dates for your 2016  
Cruising Diary

Forthcoming Events:

At Home – 20<sup>th</sup> Feb

Race Night – 5<sup>th</sup> March

Easter Rally 25<sup>th</sup> -28<sup>th</sup> March

ECA/EYH to Bembridge

Chi Harbour Raid 21<sup>st</sup> /22<sup>nd</sup> May

Cross Channel cruise 26<sup>th</sup> May

Know your ColRegs; RYA Top Tips

Navigation; Foreign Cardinal Marks

RYA Advice on Personal Buoyancy Aids

ECA January Frostbite & Burns Supper

Rally Report

Carrot and Lentil Soup

## February 2016



Front cover Port Bail in January 2016 by Freddy Aiggrement (oyster fisherman): Here the same view in August 2015 by DT

## Commodore's Comments

*Away out here they got a name  
For rain and wind and fire  
The rain is Tess, the fire Joe,  
And they call the wind Maria.*

from *Paint your Wagon*, Lerner and Lowe

Not around here they don't. Here it's Desmond, Gertrude, Henry or dear old Imogen. It's starting to sound like a gathering of a large multi-generation extended family. Why does every storm need to have a name anyway? Is it because it's cosier than calling it 'an extreme low pressure system'?

Suffice it to say that Desmond and his friends have been causing havoc with plans, travel and *Witch Hazel's* tarpaulin for the past month and more.

A slight lull in the proceedings, during which Henry and the others popped off

somewhere else, somewhat inconvenienced the January sortie onto Chichester Harbour—you won't be surprised to hear that Tony Browne got the farthest. He found a bit of wind that we should call Little Johnnie, Tiny Letitia or something.

It's amazing to think that the next event is the ECA At Home (on the 20<sup>th</sup> at Eames Farm). I intend to back every Club official I can find into the corner and then tell them all about our plans for the May Raid; in the ECA Golden Jubilee year it would be nice to raise the profile of cruising a bit.

In the meantime I'm going to sit by Joe and listen to Tess drumming on the roof

**Charles Harrison**  
*Witch Hazel*

Off later to adjust *Witch Hazel's* dainty winter cover (see pics below).



**Some Important Future ECA/EYH Dates for your 2016 Cruising Diary;**

**12-13 March 2016;** EYH Boat Jumble, Pre season Social, EYH/ECA Preparation for Going Foreign session and RNLI Boat Check.

**09 July 2016;** EYH Berthholders Lunchtime Party, followed by **The ECA's 50<sup>th</sup> Anniversary Party.**

**23-24 July 2016;** **Dance on the Duver-Type B Rally**-book your berth and dance tickets early.

**30 July to 14<sup>th</sup> August 2016;** Summer Cruise to St Malo and the Rance River





**Emsworth Cruising Association  
Invites You To The  
"The Fitting Out Supper"**

# **Race Night**

We are being a bit different this year. Bring a picnic\* (hamper optional), and if you want, dress up for an evening of video horse racing. Teams of between two and four, made up on the night, will take on the bookie (Treasurer). Prizes will be awarded to the three teams with the greatest winnings in virtual money at the end of the evening. Please let us know if you are coming by registering for the event on the ECA Website.

Racecourse: **Emsworth Community Centre**

Meeting Date: **Saturday 5<sup>th</sup> March 2016**

Meeting Start: **19:00 for a racing start at 19:30**

Course Entry Fee: **£10 per team**

(\* Please your own food and drink. There will be an interval roughly half way through to break from the action and bring out the picnics).

## **Future Events**

**Easter rally:** 25 to 28 March

Officer of the Day: Tony Browne

Place Isle of Wight – Shepards Warf Friday then Island Harbour for Saturday to Monday. Bus trips may be planned for sight seeing trips.

**April:** The **ECA** and **EYH** go off together as a rally to Bembridge on the 23<sup>rd</sup> /24<sup>th</sup> April. Officer of the day: Neil Fuller.

**May: The Chichester Harbour "Raid" 21<sup>st</sup>/22<sup>nd</sup> May**

This is to be the biggest (we hope) rally of the ECA for a long time. We hope a large number of other Chi Harbour Clubs will join us especially the smaller boats –we have booked "Terror" for the two days also.

Place: this is to be held in Chichester Harbour exact places to be determined according to weather.

**Cross Channel Cruise in Company on 26<sup>th</sup> to Cherbourg** with EYH, and the Southerly Owners Association. **More info on 12/13 March at EYH along with the "RNLI - Advice on Board" event.**

Contact Dick & Alice Tyrrell , Tringa II of Hamble

[aybk59@dsl.pipex.com](mailto:aybk59@dsl.pipex.com)



Picture of Terror – the boat has been booked by ECA for the two days of the Raid; so if your boat is full the contact Charles our Commodore to book places for them. ©OysterBoatTerror.org.uk



**T**his amphibious waterbus can be seen if you travel as far as St Vaast. It is called 'Tatihou II' and takes passengers on tours across the local oyster beds at all states of the tide, to the Isle de Tatihou. The Isle contains a very interesting historical maritime museum and enlivens a stay in St Vaast. (Photo Tr)

## Top tips for learning the COLREGS – from the RYA

- Do a little bit often (Editors Note-Train commutes are ideal!)
- flip cards are great as they are visual and can be picked at random  
Remember the priority between vessels: Power > Sail > Fishing > Constrained by Draught > Not under Command and Restricted in Ability to Manœuvre.
- When travelling at speed the closing time from seeing another vessel and the potential risk of collision may be shorter than you think – knowing the rules without thinking about them is crucial. For example, two boats travelling at 10 knots close at one mile every three minutes. The distance to the horizon for most small powerboats will be a little over two miles away, that's only six minutes from seeing to colliding with them!
- Lights and sound signals mostly have a logical build-up / progression. Learning the build makes it easier to decipher the overall picture of what you are seeing.

(Know your ColRegs continued) **Navigation –Cardinal Marks;**  
Know the colours, as well as the light signals and shapes. The photos show that in different countries, all three are not emphasised. Left and right top show Swedish Cardinal Buoys in the maintenance yard ready for deployment- They're designed to slide easily undamaged under ice floes on long dark nights. Bottom right is a W Cardinal on the Brittany coast, off Paimpol. (DT)



*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.*

# Check the size and fit of personal flotation devices

## The RYA safety advice is:

When you go out on the water a lifejacket or buoyancy aid is an invaluable bit of kit; worn correctly they could save your life.

Personal flotation devices can broadly be divided into two classes:

- Lifejackets that keep your face clear of the water regardless of physical conditions, and
- Buoyancy aids that aid swimming and provide some buoyancy to assist you in reasonably sheltered waters.

**The two classes** provide different levels of buoyancy, performance and use. This enables lifejackets and buoyancy aids to be designed to meet the diverse needs of everyone participating in leisure activities on the water, but it can lead to a confusing choice of designs and styles.

**Before buying a lifejacket or buoyancy aid**, the first thing you must do is to think about exactly what activity you intend to use it for.

Buoyancy aids are great when participating in inland and inshore activities such as personal watercraft, dinghy sailing, wind surfing, kayaking, water skiing and stand up

paddle-boarding that require plenty of movement or where you can expect to be in the water at some point.

**Lifejackets are suitable when on a powerboat or RIB, when going ashore in a tender, offshore on a sailing yacht or motor cruiser and generally where you do not expect to end up in the water.**

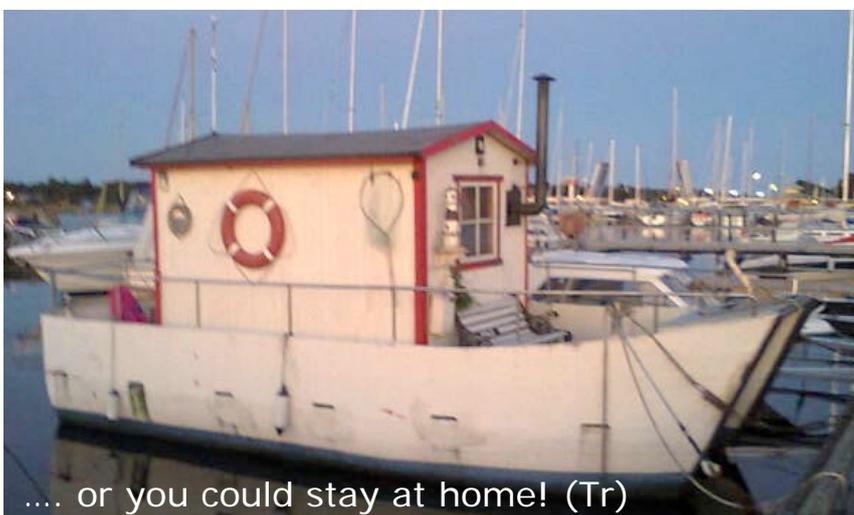
Once you've decided what is best for you, you need to ensure that it fits properly. Buoyancy aids and lifejackets come in a broad range of sizes, so make sure that what you choose is the correct size and in addition to providing the correct level of buoyancy for your activity.

Thirdly, lifejackets and buoyancy aids must also be easy to don and easy to adjust, so fastenings should be few and simple. Think about any personal limitations or characteristics that might hinder the equipment's use and try it on, not only in the chandlery but also with the clothing you intend to wear it with.

Many sailors and certainly the majority of high performance sailors now choose to wear a rash vest over the top of their buoyancy aid once it is on. This is a

significant help in smoothing bumps and preventing tangles and possibly entrapment. However, rash vests should never be worn over an inflating lifejacket.

**As the RNLi states "Useless unless worn" preferably with crotch/thigh straps . At the very least wearing a properly fitting personal flotation aid buys time for your rescuers. (Ed)**



... or you could stay at home! (Tr)

# The ECA Frostbite Rally and Burns Supper 23/01/2016

Spurning the delights of the Gosport Fleishpots, this year's Rally consisted of a day sail around a 10.36hrs, 4.7m HW, followed by a Burns Night Supper at the Sussex Brewery.

Tringa II was crewed by Alice & I, a new ECA Member, Jane Hoolahan, and Graham Davis-Wendy had to stay at home to nurse Jack, who had injured his paw doing what Jack Russells do best, trying to sneak through a fence.

After motoring down to Fishermans, Graham helmed Tringa II until 11.00hrs, while what wind there was varied between a beat and a tight reach.

Pearl motored past us, on bare poles, as their sails were not back from sail makers in time. They got furthest South of all, before heading back towards EYH, looping round a still South bound Tringa II, to wave and chat.

Tony Browne in Elwing II was first away from EYH and last back having sailed furthest of all, getting beyond Marker, eastwards of the HISC moorings, before turning for EYH.

Tringa II turned above Mill Rythe buoy, as the South wind filled a little, Jane then helmed on the run all the way home almost, achieving the highest speed of the day-

2.1kts! We sailed all the way back up the Emsworth Channel, up past Fishermans to the Tide Gauge off the Town pontoon, passing Pearl on the 'Waiting pontoon' enjoying a tea break, then motored into EYH, Dick helming in case Tringa II hit something expensive-Skippers fault then, no question!.

After Dick managed to reverse park keel up to facilitate the Liferrafts removal from the pushpit for it's three year service, everyone dispersed to buy antifouling, visit own boats and parents etc, etc.

17.30hrs saw drinks and nibbles on Tringa II, then off to the Burns Supper at 19.00hrs in the Sussex.

Here nine of the intrepid day sailors encountered a very generous portion of haggis, with traditional neaps and tatties, and a dram or two, but fortunately no piper- in the backroom of the Sussex, there would have been a few burst eardrums for sure!

Next morning, around 11.00hrs, joined by our Commodore and his Lady, five of the survivors enjoyed a hearty fried breakfast before gradually dispersing to prepare for the coming week.

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

## Carrot and Lentil Stew (2 – 3 servings)

4 cups Water (1 litre), ½ cup Lentils (Green or Red), 2 diced or grated carrots, 1 large diced onion, 2 garlic cloves, 1 very large tomato (beef, or several small), 2 bay leaves, pepper, chilli, ¼ cup fresh chopped parsley and salt.

Place all ingredients up to the pepper into one large pot, bring to boil, simmer for 45 mins, until lentils are soft. Add chopped parsley and then salt, tasting to check seasoning.

Serve with bread preferably whole grain/wholemeal.

Alice with help from The One Pot Galley Gourmet