

Emsworth Cruising Association

December 2016

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Commodore's Comments - December 2016

Well okay then, the weather has changed significantly, our first winter storm (Angus) has been and gone leaving destruction in its wake prompting me to double up the warps and fenders. So that's it for another year. We start again with our Frost Bite rally in January. Is your trusty hull trussed and are your hatches battened? Is the seemingly endless list of winter jobs written? Good, then relax and enjoy our shore based events and put them in your **diary now**. Following the very successful 'Shanty Evening' - see elsewhere in this newsletter - we now have the **17th December Christmas Party** with Prize Giving and Photo Competition at The Emsworth Sailing Club to look forward to, details and booking form are already on the web. In the New Year we have the Commodore's Curry on the evening of **21st January** followed by the At Home, when we entertain representatives of other Clubs and organisations that have been helpful to us over the past year, on the **18th February** at lunchtime.

As you know the ECA has now been around for 50 years and we have always had a strong and healthy membership. In common with many organisations and, despite sterling efforts by Paul Bowman

and others, our numbers have slowly shrunk. We now have 51 boats flying our burgee and they are scattered far and wide including two in the Med. We need to recruit and your committee have discussed what we can do including leafleting boats in EYH and Dolphin Quay. You can play your part and I would ask you to consider bringing a friend along. Ideally they should have a boat on the South Coast and enjoy cruising in company with new friends but they don't have to be berthed in EYH, only about half our membership boats are berthed here. Why not invite them to join you on a rally so they can 'try before they buy'? At £30 pa., we are the least expensive RYA affiliated club anywhere along the South Coast and unlike many others we have no premises to maintain and therefore **no** duty rosters. Please do what you can to bolster our ranks in the coming year.

Sheila and I take this opportunity to wish you and your family a Very Merry Christmas, a wonderful New Year and predictable fair winds with warm, dry weather during the coming season. I hope to see you all on the 17th December.

Derek Ellinor
ECA Commodore - BadgieII

Dielette – Emsworth

(14th Aug)

It was an early start of 05:45 CEST to make the Alderney race at HW slack. It takes about 3 hours from Dielette as you get the current in your favour once you get a mile or so out. We timed it fairly well as it was quite calm and we only had about a knot of tide pushing us through. The wind was almost non-existent from the North East so it was purely a motoring job all the way until we closed the IOW when a small zephyr appeared for an hour or so when we could motor sail. We had a bit of excitement in the Westbound shipping lane before this as there were ships also crossing and changing direction close to us, however we made it through without incident.

Koto eventually got into EYH at around 23:15 BST with about 10cm to spare over the sill. Carina tied up to a buoy in the Emsworth channel overnight as it was already too low for her draft. After tying up it was all to bed exhausted after 18 hours on the go.

In Summary:

All in all it was a fantastic trip and I highly recommend the Rance. You could spend two weeks there just pottering around to all the villages and bays, anchoring up and taking

the dinghy ashore. The Barrage and Chantelier locks were free as was anchoring outside St Suliac. We discovered Normandy cider (the stuff in wine bottles) is lovely. St Suliac, Dinan, and Granville are well worth a visit. If you base yourself at Dielette there is actually a lot you can do from there which is not immediately apparent. St Helier grew on me. St Malo I can take or leave. Marinas on the Channel Islands are a lot more expensive (£31-£32 per night) than those on the French



Koto on her first voyage across the Channel in 2015 (Tr)

mainland. The French Marinas were all about the same price (£22 per night) and had roughly the same facilities. Dinan was cheaper (£17 per night) but showers were not 24 hour. Due to the tidal range that they have to cope with the walkways from the pontoons to shore at the marinas can be at crazy angles so wear crampons at low tide. G&Ts each evening are a lovely start to the evening (apparently the reason we ran out of gin twice was my mixing ratio

but then I thought 2 to 1 was the norm). It was great going in company and we all got on really well. I now have a 'to do' list of items to fix on the boat. I have since learned how to jump start the engine now so will only need the start handle if the batteries are flat.

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Weather:

The winds did their best to minimise our sailing. From the UK to St Malo they were generally from the SW and in the range 8 – 15 knots so we had to motor into most of it. At that strength the seas were reasonably smooth so it was not a problem making good headway. After that they slowly veered round to NW, and again generally between 8 – 15 knots, so that from St Malo to Dielette we spent most of the time motor sailing. The wind then of course veered further to NE and fell to 4 -8 Knots for our journey back to the UK, so again mostly motoring. The reason for these winds was the big high that came in

from the ESE as we started the adventure. This high ensured we had stable and predictable conditions and most days were very bright and sunny, with the odd exception. The winds being from the North tended to be cool out at sea so we wore full gear a fair bit. In shelter it could be baking, and we almost melted in Dinan. Once the sun started to go down in the evening a light fleece was required as heat dissipated rapidly. Having now done three channel crossings I have yet to manage to do any significant bit of it purely under sail! Most frustrating... Perhaps I need a motor boat.

Neil Fuller

Koto

The Motor Itself

Observations from the Horrible Outboard

“The motor itself, like a human, will require some time to understand its new master... after you’ve worked together for twenty hours , you will be astonished how the whole outfit, you included, really gets down to business.” from The British Seagull Operating Instructions

If you really want to know, I am a Tohatsu 3.5hp 4 stroke outboard . I actually wanted to be a 4hp but no one listened to me. When first assembled we all were lectured on our Cutting Edge technical attributes and our complete Environmental Friendliness. Our ancestors had been made for venerable Japanese Fisher folk with the capability to run for days on end without rest or any consideration for Themselves. Apparently. I was so proud my plastic engine cover swelled aspirationally. I had a destiny to

fulfil. I would take my new owners right around the world on the approved mix of Unleaded and Manufacturer Approved Additive.

We were then deployed to a place called Fareham where I sat in rows of other outboards all shiny black and hopeful. The Humans chose me but then spoilt it all by telling the salesman that they would never have given up their previous outboard Johnson if it had not died... though the Guy who serviced it had done all he could, (I bet!) there was no longer a vital part available for transplant.

In fact, I was to hear much in the days that followed about that saintly clever clogs Johnson – so quiet, so reliable. But I am nothing if not dutiful and ferried them back and forth between shore and the absurdly conceited Hard Boat. There I was lifted onto

a very uncomfortable coach roof and lashed to the handrails as if I was a large mechanical spider with designs on their jugulars. Is it any wonder that occasionally I snagged their jib sheet? Well they should have shortened the stupid thing but lacked the courage to do so.

The first crisis in our relationship occurred when I leaked a bit of oil onto the deck of the Hard Boat –just the sort of thing that happens in infancy, even to smarty pants Humans. The air was thick with lamentations and they went off to the supermarket and bought Puppy Training Pads. “Aww,” said the girl at the till “What kind of puppy have you got?” “A Tohatsu,” he hissed cruelly between gritted teeth. “Ooo, lovely! I think my auntie’s got one of those!” Do I look like a juvenile canine!!!

So night after night on cruises, I sat sorrowfully on the increasingly wet and oily incontinent dog pad while they sat below in the warm. Then, once when I was put into the cabin merely because They couldn’t be bothered to take me home, I found an ancient illuminated scroll. The Bible of all Outboards! It was called Operating Instructions for the Models 40 & 100 Seagulls or, as I think of it, the Holy Book of

The British Seagull Co. Ltd. I realise that this is a somewhat exotic religion as I am from Japan but I became a convert immediately as the driving belief of this sect is that everything that ever goes wrong with an outboard is entirely the fault of the owners. Humans are an inferior species with the intelligence of a teredo worm! The Seagull deities have no patience with them and their total indifference to proper care of the Sacred Plug . **Seagullites** also deplore the habit of jerking cords until the Humans fall



over backwards and dislocate their shoulders. They also decry the false prophets, “the so-called mechanics” as they call them.

It didn’t stop the brainless humans going to a “so-called mechanic” and asking “Why is the outboard leaking oil?” “The suppliers put too much in it.” was the insulting and unhelpful reply. Still, I did my best for them, only occasionally letting out bronchial coughs and stopping dead in the Swear Deep approaches when I could take no more. But finally our relationship

juddered to a halt when my co-worker, the smart 100 decitex PVC Inflatable Dinghy, revealed that his predecessor was hurled into the pit of doom at the Urban Recycling

Centre (aka Municipal Dump) only because he had perished beyond repair and was threatening to drown our singularly unresourceful Humans. But the Dinghy had worse to relate: the Humans had also attempted to dispose of their Little Forty outboard – an actual True Seagull product at the same place! In spite of its brass fuel tank, its powerful and totally exposed flywheel and the fact that the only way of replacing a particular spare part was replicating it in Plastic Padding TM. these wicked heretics were going to consign it to an old mattress and wonky bookshelf-filled Abyss! Their wickedness was foiled by a Good Human- obviously a Seagullite acolyte - wrenching it from their hands and placing it in the Seagull shrine in his garage.

So, now you can see why I sit mournfully in the garden shed and why I find it so difficult to perform my function as an outboard when I have such evil Humans. Sometimes I don't start at all. I am letting all my screws go rusty. If the worst comes to the worst, I shall let myself drop to the bottom of the harbour when They are hauling me aboard the Hard Boat. I shall sink through the water with the words of the wise and all-seeing British Seagull Co. Ltd. in my memory:

“trouble today is seldom the fault of the engine, whatever its make...but a reflection on its user.”

Nicky Harrison

Witch Hazel

Fifty Years and still going strong



Clockwise: Derek, Dick, Sheila & Derek dancing (twice)

Tuppenny Barn ceiling

2016/11/19



Many blurry (no flash) photos
of ECA 50th Birthday
celebrations
on 19th November. (Tr)



Future Events

17th December 2016

6.30 for drinks followed by a celebration Christmas Meal

with the annual photo competition
@Emsworth Sailing Club

Get your photos to

news@emsworthcruisingassociation.co.uk

for entry into the competition. All those already sent to
Newsletter Editor will be entered as in previous years.

Also do book your meal through the web site with
your choice of dishes

www.emsworthcruisingassociation.co.uk

Coming up for January

❄️❄️ Winter Frostbite Rally - 14 January 2017 ❄️❄️

(or alternative reserve date 28 January 2017)

❖ Commodore's Supper 21 January 2017 ❖

at an Indian Restaurant in Emsworth

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.

**** Don't Forget Subs are due ****