

Emsworth Cruising Association

**January
2017**

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Commodore's Comments, January

Christmas now a dim and distant memory? New Year celebrations best forgotten? Now is the time for boat maintenance before the really bad weather arrives and well before the sailing season proper begins. We've all been there haven't we? Those occasions when we have a five minute job to do that actually takes forever. When we have told the other half "just popping down the boat but I'll be back in time for lunch – all being well"! That's the get out – all being well, and it turns out not to be so.

One such occasion happened to me recently. I tested the level of protection afforded by the antifreeze in each engine. One was not too bad but the other was only offering minimum cover, -5 deg C if I was lucky and usually I am not! I got to thinking when was the last time the antifreeze mixture had been changed and concluded not in my ownership (10 years).

So, off I go – this won't take long! Call in at Halfords en-route to pick up some juice – now organic and non-toxic, - what has happened to Ethylene Glycol – is it that long ago I bought some? Read up the manual to find any plug/taps to undo. Locate said bungs on the engine block – easier said than done since they are hidden behind oil filters, fuel filters and other gubbins.

Discover the main bung is impossible to reach with normal spanners without suffering multiple grazes, bruises and aches brought on by needing to adopt very uncomfortable postures and, once on the male square end, it is impossible to get sufficient purchase or leverage to stand any

chance of moving the bung after it having been undisturbed for such a long time. Rethink called for..... Call Volvo – do they have a special female square socket being 17mm across flats – no – how do your mechanics overcome this problem – don't know sir, but somehow they seem to manage. I conclude that they must be contortionists combined with being a contender for the World's Strongest Man – I wonder if this is part of the interview protocol for a job. Give up and do something else – must be home for lunch.

Next day research on-line for 17mm a/f female socket with a half inch square drive to fit my socket set. 2 hours later – bingo – it is sold in Japan (and made in Japan) to fit a Datsun sump plug. No suppliers in the UK but no matter, the manufacturer will sell direct for a few hundred Yen. This converts to about £15 but I have to have it! Oh, and

then there is postage – about another £15 – oh, but I do need it! 48 hours later – good news – “yar etem asbin dospatcted”. 72 hours later – more good news, now in English, it has

arrived in Coventry. Won't be long now and I can complete the job! A further 72 hours pass and I receive a letter demanding money from UK post service. £13.50 handling fee/import duty and £7+ VAT!

I keep telling myself that it is essential to complete this 5 minute job but listening to my own voice is now wearing a bit thin. At last it arrives. Down the boat at the next opportunity to see if it fits. Straight off the bat – no - but by the use of a persuader (2 pounds in my case – 4 pounds seemed a bit

Volvo
Engine (Bing)



of an overkill) the 17mm a/f socket which has internally radiused corners (no mention of this in the spec) managed to shave off the once square corners of the plug and give me sufficient purchase to move the plug (once the ratchet handle had been judiciously extended with a bit of pipe. Now having completed the change on both engines (5 mins turned into 5 weeks)

I look back on the affair as a character building learning opportunity but do I really need such lessons at my age and at the price of £50? (Answers welcome on a postcard please). Specialist socket available for hire on terms to be negotiated!

Derek Ellinor

Badgie II

Rally Officer of the Day's Wanted for 2017

If every active ECA sailor did one OoD each, we'd all do about one Rally every two seasons or so. (OoD=Officer of the Day=posh yotty speak for Rally Convener / Facilitator). Not much chance of organiser's burn out at that rate! I await your clamorous emails and texts filling our "In boxes!"

Jobshare is an option particularly on Bank

Holiday and longer Rallies!

The OoD job is not that onerous- for most of the Rally venues (particularly in the Solent), the RC(Cruising) has already had to make the "6-10 boats of various lengths" booking for you because of their popularity and the long lead times involved in putting a seasons' Rally programme together: let alone just getting a slot in popular places (booking for next year as you leave seems to be the rule these days for many Clubs).

OoD Task 1 Contact the venue; their details are usually in your ECA Yearbook, almanacs, and the Solent Guide, and as OoD, liase with the HM (Harbour Master or booking clerk for Marinas) and the Members coming on the Rally nearer the time and on

the day to get everyone a berth.

A useful tip is to buy two copies of the ECA Yearbook, one kept on the boat, one at home- you are never out of touch then.

OoD Task 2 to arrange a cockpit drinks &

nibbles party at 18.00 or so, on yours or the largest or most sociable boat you can con into hosting it.

Participants usually chip

in a bottle or two per boat, and often some of the crisps etc, so the drinks & nibbles can be as elaborate or as simple as the OoD's pocket, galley or drinks locker space will permit.

OoD Task 3 The Rally meal venue needs to be co-ordinated by the OoD, for around 12-15 people, with a "flexible" top/bottom numbers line.

The ECA Rally meal can have many formats; a formal meal at a Club or restaurant/pub, a 'safari supper' on board one or several boats, a takeaway-all these have proved popular last year.

If all the Members attending log into the Rally page on our website in good time, there should be no problems.



While you were munching Seasonal food ...

our Commodore has been very busy informing **PBO** (Practical Boat Owner) about the ECA, here is the article with a photo showing us in our true ideals.

For 50 years the **Emsworth Cruising Association** has been avoiding nasty conditions on the Chichester Bar and beyond! Founded in 1966 as the third Emsworth yacht club, it never quite acquired a clubhouse and so members enjoy a very low subscription rate and are spared the woes of maintaining assets, running the bar and monitoring cadets. It also means that all Committee activities are totally focussed on

Members generally keep their boats in Chichester Harbour or the Solent area (about half are in Emsworth Yacht Harbour). The aim is to bring very individual boats of all ages, shapes and sizes - and their crews - together for rallies and cruises in company. It doesn't matter what boat you have: big, small, modern, traditional, motor, sail, (or, for that matter, if you have no boat at all but just like the idea of travelling by water). All



the needs of the current Membership of about 60 families. Over the years the ECA has evolved into a 'cyber' association, by using the Internet and mobile phone to keep its membership informed (though many a cruising plan is still hatched by the fire in the local pubs).

are welcome. Cruising is often combined with an onshore event to encourage less confident crew members to come along. Good times are enjoyed in the Solent on weekends from January to October which works well for the time-poor boat-lover. More free-ranging members have been

known to meet and cruise together anywhere between the Scillies and Spain. Once the winter takes a grip, a lively social season begins during which plans for the next season are shared and ideas pooled.

The ECA doesn't teach people how to use their boats but we find that newcomers to boating find Membership gives a purpose to their activities. With so many events to choose from, Members are encouraged to

take their boat from its mooring and use her appropriately. At the very least there'll be a cup of tea, a glass of wine and a good meal at the end of the trip!

Why not 'try before you buy' by coming along to a rally. Our programme and contacts are on our website www.emsworthcruisingassociation.co.uk.

Derek Ellinor – Badgie II

Rear Commodore (Cruising) column

The ECA 2017 Rally Programme

As those of you who made the 2016 AGM know, I have taken over as Rear Commodore Sailing. Charles and Nicky having valiantly borne the dual roles of Commodore and Rear Commodore (RC) Cruising throughout 2016. Unfortunately, our Family, breaking boat bits, and other events forced Alice & I's sailing to take a back seat from the latter part of 2015 to Autumn 2016.

I hope to work for us all for two seasons.

The ECA 2017 Rally Programme is shaping up, so I thought I'd share with you a bit of my background thinking and objectives in choosing the Rally venues and the level of difficulty involved in some of the ones further afield.

I've tried for a mix of cruising events, which will enable both the large and small vessels in the ECA to get the most out of the 2017 season. Alice and I came up from a 6m trailer-sailer to a >11m Cat A offshore boat,

so know the limitations of both craft types.

I've retained Charles & Nicky's format of the formal ECA (A) Rally, and kept, where possible, those (A) Rally venues which seemed popular in 2016.

I've also kept in the ad hoc events such as the unofficial, impromptu, (B) Rallies and I'm sure there will be events such as the notorious 'C pontoon flash mob' cruise around the August BH 2016 Solent as well.

The pressing need is for Members to volunteer for Rally Officers of the Day to cover the (A) Rallies

so far not OoDed (OoD = Officer of the Day = up-yotty speak for Rally Convener or Facilitator).

You will see that there are periods of the season, when for the RC(C) or Committee Members to cover every OoD event, they would need a helicopter!

Dick Tyrrell - Tringa II (above right in pic, pot dodging off Cherbourg East)



Rallies accurate up to the point of printing

I would ask everyone to book into Rallies as early as possible in 2017-we can always cancel a berth, but it's getting harder to conjure up a vacant one at short notice in many Solent harbours and marinas.

Since I last did RC (C) or RC (Sailing) as it then was, the Solent has got more crowded in the peak periods. Recent events in the wider world, particularly with the fall of the £ and harder times at home, make cruising abroad less attractive to many South Coast sailors.

All the 2017 Programmes High Water (HW) times are Portsmouth, local time zone, to keep it simple. Most of the Rallies tides are

middle day, and so Spring tides in the Solent. These enable a fairly civilised start time and can be a great aid to smaller yachts in getting to the further destinations.

A copy of **Peter Bruce's "Solent and Island Tidal Streams"**

<http://peter-bruce.com/books-by-peter-bruce.html> (formally "Solent Tides") is a great help in getting the best out of your Solent trips- we find it so useful we keep one copy at home and one on the boat

My list of dates excludes the dates of the ECA shore based Social events, also similar EYH events to which ECA members are invited.

Rallies & Social Meetings

The following Rallies and social meetings have now been confirmed

Date	Lead Person	OoD*	Destination
14/15 Jan	RC (Cruising)	Dick Tyrrell (DT)	Frostbite rally (A) Royal Clarence Marina
21 Jan	Commodore & RC(House)	Commodore	Commodore's Curry Supper (A) - Spice Village in centre
28 /29 Jan	RC(C)	DT	Reserve date Frostbite rally (A) Royal Clarence Marina
11 /12 Feb	RC (C)	DT	Freezer Rally (A) Haslar Marina
Saturday 18 Feb	VC & RC (H)	VC	At Home EAMES Farm

Continued on next page

Date	Lead Person	OoD*	Destination
25 /26 Feb	RC (C)	DT	Reserve Date Freezer Rally (A) Haslar Marina
A Saturday in March	RC (H)	SD	Fitting out Supper
11 / 12 March	RC (C)	DT	Daffodil & Snowdrop Rally (A) Port Solent

The next batch of rally venues should only be PENCILLED into your Diaries. The rally dates are fixed but not all the venues have formally confirmed our booking as yet.

Date	Lead Person	OoD*	Destination
14 / 17 April	RC (C)	OoD*	Solent Easter Rally (A) East Cowes/ Shepards W, Beaulieu etc Chi Harbour if Foul Weather
29 April /1.May	RC (C)	OoD*	May Bank Holiday (A) Rally to Bembridge, Gosport, Pilesey / East Head BBQ?
OoD* this Officer of the Day duty needs filling, volunteers ask Dick about this opportunity.			
13/14 May	EYH	Via EYH Office	EYH Cruise in company to Gosport - ECA cordially invited
27 May / 29 May	RC (C)	OoD*	Spring Bank Holiday Rally (A)-East Cowes and Southampton
30 May / 2 June	Solent 'decide where on the day' Cruise in Company (B) Leading to:-		
3/4 June	RC(C)	OoD*	Lymington/Cowes Rally(A) - with option to visit Yarmouth Old Gaffers Festival on Friday 2 to Sunday 4 Jun
26 May/5 Jun	RC (C)	DT	(B) Rally X-Manche cruise in Company with SOA (SOA RendéVous) Guernsey 28-31 May), RVYC and other Clubs, Cherbourg and St Peter Port, CI –

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.



Diary Notes Extra

ECA 'At Home' noon on 18th February at Eames Farm.

If you are a **New Member**, or have not been before, this important annual shore based event is Emsworth Cruising Association's opportunity to meet Members of the other clubs in Chichester Harbour and the Solent.

We have the chance to return the hospitality and fellowship extended to our Members during their rallies and cruises each year.

There is no charge to you as ECA Members in supporting this event as the Club budget for the cost of the nibbles and wine in setting our annual Subs.

The event is more like the pictures below rather than

the photo above (Graham is trying to be useful but Wendy might be saying "No Graham this is not the way to the North West Passage!") (Winner of the annual ECA Photo Competition by SE)



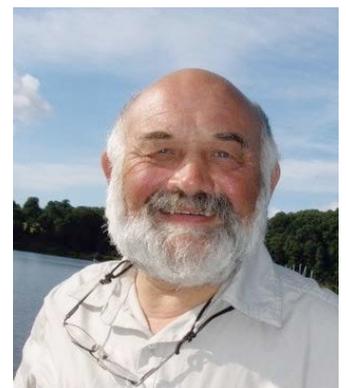
Vegan burgers (vg)

This also works brilliantly with butter beans instead of kidney beans.

Drain and pat dry 1 x 400g can kidney beans.

Place in a large bowl and roughly mash with a potato masher or spoon. Add 30g (1 slice) wholemeal breadcrumbs, 1 small carrot, peeled and grated, 2 spring onions, finely sliced, 40g (heaped tbs) canned sweetcorn, 1 clove garlic, crushed, and 1-2 tps mild curry powder to the bowl and mix together well. Divide the mixture into 2 and shape into large burgers. Coat with 2 tbsp flour or breadcrumbs. Heat 1 tbsp olive or vegetable oil in a

large frying pan and fry the burgers for 4-5 mins on each side, over a medium heat, until golden. Serve in a burger bun with a dollop of houmous and a crisp green salad. **Delicious.**



Photos: Alice your Editor and Dick your RC (C)