

Emsworth Cruising Association



AGM Edition, also on Web site

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In Honour to Jim Saunders – New competition?

AGM Notice

New members since May 2017

September 2017

Commodore's Comments

The AGM: Your Committee Matters

In the last newsletter I was self-indulgent and proudly spoke of my Dad.

This month it is back to ECA business, with articles on our summer longer cruising activities and the rally to Hythe which became Marchwood - well done to Neil for organising a very successful and well attended rally despite our intended hosts throwing a last minute 'curved ball'!

With two more watery rallies to come (Southampton Boat Show to Cowes and Trafalgar Night at Chichester YC), interspersed with the beginning of our winter social programme.

We will soon now come to our **AGM** combined with a Fish and Chip supper and a Race Night with the Dogs.

This will take place at the :-

**Emsworth Community Centre,
North Street, Emsworth, PO10
7DD at 6.30pm sharp on
Saturday 7th October.**

Since the inception of postal nominations and voting 4 years ago we have never received any nominations and therefore never had to call for a postal vote. We have left these aspects in our rules (with a slight

change) but making invocation of those rules optional. An observation at last year's AGM suggested that members may be put off from standing on the committee because in advance of the AGM we announced that many of the existing committee members were happy to stand again.

Your committee agrees that this is a valid point and so we have decided to throw out the rulebook (in part) and take a fresh approach to this year's elections.

This year ALL of the existing committee have decided to stand down - we had three vacancies anyway:- **Vice Commodore, Yearbook Editor and Hon Sec** (Tim has decided after 5 years someone else should have a go).

We are proposing that we ask for nominations to serve on the committee without deciding who does what at the AGM but allow the committee, once formed, to agree roles against names. Existing committee members will be eligible to re-stand if they wish but a proposer and seconder will be sought in each case.

I propose that I Chair this part of our meeting. The role of **Continued overleaf**

Commodore will need to be decided on the night so that the new committee has a chairperson. At this point I shall hand over the chair to someone already elected to serve on the committee whilst the position of Commodore is considered. If more than one nomination for this role, all nominees will be asked to leave the room whilst a vote of those present is conducted.

Any member including those already elected to serve in an unspecified role on the new committee will be eligible to stand as Commodore.

Members may self-nominate if they wish so don't be shy. If you are unable to attend but wish to self-

nominate please send me an email to that effect before the day.

We will call for a proposer and seconder on the evening by show of hands for each nomination.

Being on the committee is not onerous - we don't meet often. None of the roles is very time-consuming and help is at hand from previous post-holders.

Please do attend the AGM and have your voice heard - don't let your present committee alone 'go to the dogs'!

**Derek Ellinor
Badgie II**

Paimpol or Ten Little Sailors

The ECA "Ten Little Sailors" Cruise in Company (with apologies to Agatha Christie);

No1: Three Little Sailors go into Beaucette and what became of them.

The 'Not' Paimpol Rally

At 22:30 BST on Friday 4th August three boats, Koto (Neil & Karen), Carina (John & Julie), and Bob (Andy Bannister & Mark Dorsett) left Emsworth marina to head for Cherbourg on the first leg of the trip to join the ECA rally at Paimpol. This was Andy's and Mark's first channel crossing and was the first time any of us had set off so that so much of the crossing was at night. It would mean crossing the shipping lanes at night. The wind was North of West and steady at around 12knots, so we were all able to get

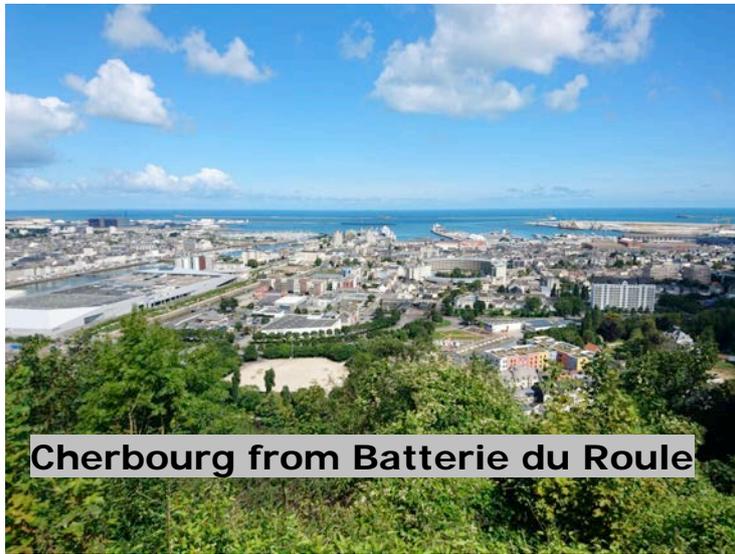
the sails up and engines off just after leaving the harbour. In fact we managed to sail nearly all the way, with Koto dropping sails and restarting the engine again just inside Cherbourg outer harbour. This was the first time Koto has actually sailed across, so much quieter! The fleet split up a bit during the night, but the morning saw us all fairly close together again. We did separate again somewhat as we had different ideas on how to approach the entrance based on ETA. Battling the tide to stick upwind and slightly up current helped Koto, as the tide turned whilst we were about 3 miles off, and swept us nicely into the East entrance around 14:30 BST. Bob and Carina were not far behind after slightly longer routes saw them approach from the East. Cherbourg was not too busy so we all got onto the shore

pontoons. Later that day we were also contacted by Witch Hazel who was coming over the following day.

The next day (6th) saw us out on the town, with John and Julie going to the Cité de la Mer, and the rest of us hiking up to the Musée de la Libération in the

Batterie Du Roule, on the hill behind the town. There are great views from up there, and the museum itself is very interesting, detailing the occupation and subsequent liberation following D-Day. That evening we were joined by Charles and Nicky from Witch Hazel, who had just arrived, and ate in the L'antidote restaurant in town. We can all highly recommend this restaurant. The Coques à l'Annovillaise are to die for.

Monday morning (7th) saw us all up to leave at 07:30 BST to catch the slack tide in the Alderney Race on our way to Guernsey. All four boats motored in close company. The wind was slight and the sea very calm, even through the race. We had all decided to try out Beaucette Marina on Guernsey, partly as Tringa II was reporting that St Peter Port was heaving, partly because we wanted to see what it was like, and lastly it was a TransEurope marina so half price!! As we



Cherbourg from Batterie du Roule

could not enter the marina until a couple of hours after low water, once past the race we took a very very leisurely motor down. Koto was in tickover most of the way and it still looked like we would still be a bit early as we rode the spring tidal currents

down. Witch Hazel preferred to get there early and use the waiting buoys so shot off after staying with us for an hour or two. Our timing was pretty good, with Koto and Carina circling for only about 10 minutes before we were escorted in by the harbour launch through the very narrow and rocky entrance to the marina. Bob had arrived just a bit ahead and had rafted to Witch Hazel outside. We were met by Dick and Alice from Tringa II who had caught the bus up to see us, and we were soon all ensconced on the restaurant terrace drinking long cool beers, Many Thanks Dick.



Beaucette at Low Water - showing very narrow entrance

Next morning (8th) saw Witch Hazel leave early to get to Lezardrieux. The rest of us had decided to spend a day exploring and leave the following day so we were still in bed when she did. We topped up with fuel and found we had each only used around 12-15 litres since leaving Emsworth, which shows how little we had motored. We then spent the day exploring and in the evening ate in the marina restaurant. This was very nice, if a little expensive. It was well frequented by the locals so we were lucky to get in. By this time the weather was turning and with a fresh breeze blowing from the North and with spring tides creating overfalls in the Little

Russel near the marina entrance we decided we had better stay put.

As it was we spent four nights in Beaucette, which then meant we would be hard pushed to make Lezardrieux ourselves. Also, given the long range weather forecast we did not want to go too

far South so that we could get back by the original planned dates, even if we got stuck elsewhere for a day or more. The days were not wasted and we did coastal walks, a trip on the bus all around the island (any trip for a £1), a visit to the chandlers, Guernsey Yacht club, as well as a visit to the restored German Naval Signals HQ in St Peter Port. The latter is well worth a visit. We also ate in The Boathouse on Victoria Pier in St Peter Port. Another nice restaurant we can recommend.

Rather than head to Lezardrieux, we decided to go on to Jersey, followed by Carteret and Dielette. We left Beaucette around 11:30 BST on Friday (11th) to catch the tide down to St Helier. We had expected to stop in Havelet Bay for lunch to wait for the tide, but when we got there it was a bit full so



Beaucette at High Water

made straight for Jersey. Again this was a pretty good sail with the wind coming from the West. We all took the inshore passage round from La Corbière lighthouse. St Helier itself was heaving. Boats were rafted up to 11 out on the waiting pontoon as they waited for the marina sill to

drop.

Koto and Bob both rafted up on the line nearest the marina whilst Carina hung back and kept clear of the mess. It was at this point the harbour launch started organising boats into the marina and they operated a last in first out system so being on the outside at the front Koto and Bob were virtually first in! Boats not rafted, and trying to gate crash were not allowed in. Actually getting in may have been more of hindrance than a help as we were rafted 3 out near the end and getting out again could be a problem. Carina waited for the fuss to die down and then rafted up on the waiting pontoon overnight with those boats not wanting to come in, or that could not get in.

Neil Fuller
Koto

More Next Month
WATCH OUT

August Bank Holiday Rally 2017

This was supposed to be the Folly and Hythe Rally, but quite late in the day Hythe called me up to say they could no longer accommodate a rally so would not take us after all. This left me in a bit of a quandary in finding another location in The Solent which could take 10 boats on a bank holiday weekend! After some phoning around it

transpired that nothing was booked at Marchwood YC and they would be delighted to receive us. They are not normally open on Sunday evenings but said they would open the bar and their caterer would lay on a meal for us. This was exceptional service as the bar is manned by volunteers,

Continued on next page



and the professional caterer does not normally work with such small numbers of diners at an event. We did have to guarantee and pay for a minimum of 17 diners. A quick conversation with the Commodore and Rear Commodore Cruising and it was agreed the ECA would pick up the cost if we fell short of numbers as there was no time to get deposits from everyone. With that all sorted there were a few last minute changes of boats attending and who was eating where so I was

Getting out of Chichester Harbour was a bit of a slog against the incoming tide but once in the Solent we were picked up by the West going tide and made The Folly pontoons by just after 17:30. Minden, Pearl, Georgina, Espray, Thalata, and Mary Morrison were already there when Koto arrived. Elwing II, and Carina arrived shortly after. We wondered where Moondance had gone until Mark and Suzy arrived in their dinghy to say they had gone into East Cowes to get an alongside berth instead as they had the dogs and The Folly



constantly updating all involved up to the start.

Saturday saw Koto leave EYH at 13:30 when there was enough water over the sill, along with Elwing II and Carina. There was just enough wind from the South as far as Portsmouth to warrant breaking out the white things and motor sailing. That all changed just after Spithead fort when the wind veered to come directly from Cowes.

berthing master had said they would be rafted up at the Folly itself. As it transpired there was room on the inside for them to come alongside but then hindsight is always 20/20.

After tidying up and some furious dinghy pumping a quick respite was had on Georgina with a cool beer. We had not arranged a pre-dinner pontoon party as we thought with some of us arriving late there would not be time, and everyone always stuffs themselves so full of





nibbles we struggle to eat afterwards. At around 19:30, those eating in The Folly decamped to dinghies or took the Folly Ferry over. The dinghy dock was so full it was a major logistics exercise to get out of the dinghies which involved climbing across one or two others in order to make the shore. We had two tables reserved away from the music, but, with a bit of judicious chair arranging all 15 of us got round the larger one. Drinks and food were soon ordered and a jolly time had by all. Live music started about 21:00 as did the usual dancing on the tables. We

Funnel ferry which came charging in just as we got there. After some 30 minutes or so of jockeying for position with loads of other spectator boats we got some close views as first the Cowes-Torquay-Cowes big boys went past, followed 15 minutes later by the smaller Cowes-Poole-Cowes boats. (The winning boat made it to Torquay and back in 2hr 36mins at an average speed of just under 84mph by the way).

Once the power boats were out of the way we headed out across The Solent towards Southampton Water. We had just made it out of the shipping channel in the precautionary area



declined to participate this year having found out last time that the head clearance does not really allow anyone over 5' 8" to do much other than look like Quasimodo. Mark and Suzy had to leave early to get back to East Cowes to let the dogs out but found that the tide had gone out so much that the dinghies were left sitting on the mud. I am still not sure how Mark managed to get out. The rest of us were a bit luckier as by the time we left the tide had come in far enough to be able to use the outboards.

For those of us wanting to see the Powerboat Racing start off Cowes it meant an early (well earlyish) start in the morning. Minden, Koto, and Carina left the pontoon at just after 08:00 to slowly potter down to the entrance. There was a bit of a melee with all the boats trying to get out, made more exciting by the Red

when a large container ship came out, rounding Calshot Spit at the same time that we did but in the opposite direction. I am glad we weren't any later. Again it was a case of motoring all the way as the wind, what there was of it, was now from the North. Just like yesterday, the weather was very sunny and it was very hot. It's not often we get to sail in just T-shirt and shorts. Koto and Carina got to Marchwood at around 13:00 and were first to arrive. There were a few other boats on the pontoons but these all left during the afternoon to give us more or less the run of the place. We were met by Stuart, the Rear Commodore Cruising for MYC who introduced us to the place and made us feel welcome.

To be continued next time

Neil Fuller

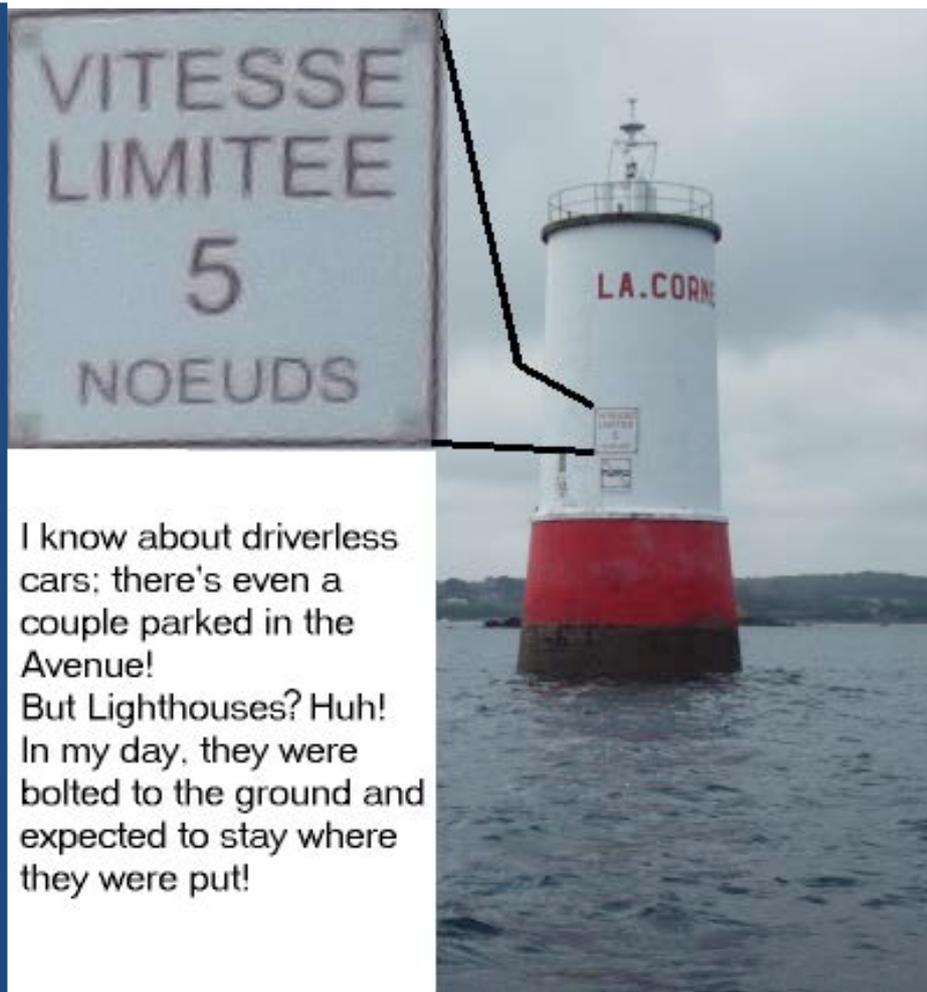
Koto & OoD extraordinary

All photos in this article by Neil.

In honour of Jim Saunders

Asking for anything to add to Jim Saunder's Obituary for August's edition Tony Browne (Elwing II) replied that he remembers Jim wasn't so much what he did, as what he was. But, to follow the theme of celebrating Jim's life:

How about "A Joke for Jim" which I think would have amused him?



I know about driverless cars; there's even a couple parked in the Avenue!
But Lighthouses? Huh!
In my day, they were bolted to the ground and expected to stay where they were put!

AGM

**Emsworth Community Centre,
North Street, Emsworth, PO10 7DD at
6.30pm Saturday 7th October**

Welcome to New Members since May

Name	HomeTown	Boat's Name	Berth
Peter & Jean Tier	Emsworth	Moonbeam	EYH B25
John and Cheryl Adams	Emsworth	Mary Morrison	Northney
Keith & Françoise Widdicombe	Sompting.	Portia	EYH D34
Anthony and Judith Murphy	Liss	SIOBHAN	Thornham C2

Please feel very welcome, we know some of you have already tasted/ tested some of our rallies.

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.