



East Cowes Sailing Club Newsletter May 2018

Race Fixture List from May 2018

May 3rd	Spring Series race 4
May 10th	Spring Series race 5
May 17th	Final Spring Series 6
May 19th	Saturday – Marlowe Cup – 1300 start
May 24th	All in Race 2
May 31st	Mid- Summer Series race 1
June 7th	Mid-Summer Series race 2
June 14th	Points & Cup Race 3
June 21st	Mid-Summer Series race 4
June 28th	Mid-Summer Series race 5
July 5th	Final Mid-Summer Series race 6
July 12th	Late Summer Series Race 1
July 14th	Saturday Yarmouth Passage Race – 1300 start
July 19th	Late Summer Series race 2
July 26th	Points & Cup race 3
Aug 2nd	Late Summer Series race 4
Aug 4th – 11th	Cowes Week
Aug 16th	Late Summer Series race 5
Aug 18th	Saturday – ECSC Regatta
Aug 23rd	Late Summer Series race 6
Aug 30th	Late Summer Series race 7
Sept 6th	All in race 3
Sept 9th	Sunday Brunch race 1
Sept 16th	Sunday Brunch race 2
Sept 23rd	Sunday Brunch race 3
Sept 30th	Sunday Brunch race 4
Oct 7th	Sunday Brunch race 5
Oct 14th	Final Sunday Brunch race 6
Oct 27th	Prize Giving.

Cruising from May 2018

June 16th	Meridian cruise in company
July 14th	Newtown picnic and junior crabbing competition
July 28th	Marchwood rally
Aug 25th	Summer cruise in company
Sept 15th	Gosport rally

Fishing Competitions from May 2018

May 6th	Biggest Smoothound
June 17th	Day trip to Bullocks patch NAB
July 22nd	Mackerel Fishout with BBQ on shore for all.
Sept 2nd	End of Summer species hunt
October 21st	Heaviest Cod
Nov 18th	Heaviest cod and most whiting

Social Programme from May 2018

July 22nd	Combined Mackerel Fishing Competition and Club BBQ
Aug10th	Cowes Week Friday Fireworks at the Club
Aug18th	Regatta – BBQ and Raffle
Sept 29th	Laying-up Supper
Oct 14th	Last Sunday Brunch – Soup and Rolls
Dec 1st	Xmas Meal
Dec 23rd	Commodore's Soiree

RACING UPDATE – MAY 2018

We are now well into the Racing Programme, with the first 'All in Race' completed, which was won by 'Tactix' (Sam Mabey), an X99, visiting us from the other side of the river so they will need to ensure they have good results in the other two 'All in Races' to win that trophy.

We have now completed four races in the Spring Series, which because of difficulties in having firm entries in both spinnaker and non-spinnaker classes, we have had to run as a Combined Class.

The first race was won by 'Haggis II' (Andrew Buchanan). Interestingly, 'Haggis' has a different tactic at the start to everybody else by being on the wrong side of the start line at 30 seconds to the start, then dashing over to make sure they start correctly, thus having the best possible start. For that race we had an entry of 9 boats, and second and third place went to 'Spring Tied' (Dave Casson) and 'Dodgem' (John Barnes) respectively, being only 1 second apart, which is why John was seen polishing the hull of his boat the next day.

The second race had 6 entries, with 'Dodgem' (John Barnes) showing his light airs pace and winning against 'Spring Tied' (Dave Casson) who was second. Polishing the hull paid off.

Race 3 was sailed in strong winds, not as bad as forecast, but still showing 20 plus knots on the Brambles, but decreasing with less wind closer to the shore. Two boats came out to the line, 'Little Spirit' (Brian Cooper) and another visitor from across the river, 'Crakajax', (Richard Hollis) another race boat from X Yachts, an X95. In strong winds the boats were sent west to 'Party', a buoy off the Green, before a long reach out to South Bramble. 'Little Spirit' pulled away, enjoying the conditions that suit the boat. She led all the way to the leeward turning mark at West Ryde Middle, and the Race team expected 'Little Spirit' to finish comfortably in front, but 'Crakajax' really showed

her windward performance with the crew out on the rail. Tacking along the Shrape 'Crakajax' tacked passed and finished 5 seconds in front. 'Little Spirit' saved her time and won on handicap. A really enjoyable race for the two boats, especially when the crew from 'Little Spirit' came ashore at the Club and found out that it was a Cup Race that they had won.

Race 4 saw 6 boats out for the start, in light winds, and strong tides, which can cause problems for the Race Team. Peter Jackson, as Race officer, devised a course which was very tactical, allowing those that know their tides to do well. The first mark was again a visit to Cowes, leaving 'Party' to starboard, before sailing back to 'Prince Consort' then heading out to 'South Bramble' which required careful sailing to return to the Island and 4 more marks along the shore. Both the two X Yachts lead the race but with 'Dodgem' (John Barnes) doggedly hanging on. On handicap, 'Dodgem' was first, followed by 'Crakajax' (Richard Hollis) in second. 'Little Spirit' had a potential argument with the finishing Buoy, and took the sensible decision to miss it and end the race as a DNF. But everybody agreed it was a good course, which made for careful sailing.

The important point about racing on a Thursday evening is to have fun, come out on the water and blow away a few cobwebs and then either do well, remembering to praise your crew, or to reflect on 'if only'.

Hope to see you on the water.

John Garlick
Rear Commodore Sailing

Quick Quiz

To which organisation do the Younger Brethren belong?

Where is Fiddler's Green?

Where is Fidler's (sic) Ferry S.C.?

Report on the Fishing competitions on April 8th and May 6th 2018

The April competition was a bit early, but very successful with six people in 3 boats. Dave with John, Matt and Richard and Me with Steve (owner of "King Rag"). Although the weather was a bit lumpy.

Since it was a species hunt any species would count for points, John was the overall winner with 50 plus points catching the first smoothounds of the season, spotted rays and dogfish.

The biggest smoothound (a.k.a Smut) competition in May was very productive, weather and fish with five fishing in four boats; Steve, Me, Richard and Dave with Matt (not the same Matt as above).

The weather was hot and perfect with quite a few smoothounds caught of the Bramble Bank. The winner was Steve with a 10lb 1 oz; followed by a close second with Dave (pictured) with a 9lb 7oz Starry smoothound.



1 - Dave with a Smut

We debriefed in the club house over a few beers.



2 - Prize-giving

The next competition will be in July 22nd for the mackerel fishout and BBQ – poster will go up soon.

Thank you all

Mike Harvey

Cruising Update

Sail or power, everyone is welcome on ECSC rallies.

The first rally of the season went to the Howard Hayles pontoon in Yarmouth Harbour. Ten ECSC boats enjoyed glorious sunshine on Saturday 14th April.

The weather for the second rally was much colder and overcast but at least it didn't rain (much). Eight boats went to Beaulieu on Saturday 28th April. The crews wrapped up warm, and made the most of the tranquil and historic setting.

For our next event, we join-up with our racing colleagues for a passage race to Lymington (the Marlowe Cup) on 19th May.

No need to race, you can cruise if you prefer.

May you enjoy fair winds and following seas.

David Nixon

Cruising representative and Hon. Sec.

House and Stores

Hats-off to our R.C. Sailing for selling 25 of our old chairs as retro-chic at £1 each.



3 - Chairs Waiting for a Good Home

The R.C. Stores continues to clear away unwanted boats. The example below was a club dinghy; well used in the last century.



4 - Old Mirror Dinghy Cut Up & Awaiting Disposal

Work continues on the Centre Store; with partitioning and lining the upstairs walls. Next, the original staircase will be replaced; the old kitchen

partition taken down and the Bosun's store re-sited.



5 - New Staircase Ready for Fitting

Down on the promenade, the Dingy Park has had its old shed removed and there has been another landslip. Our Race Box/Beach Hut is safe for the moment but our insurers will no longer cover us for damage to the Beach Hut or Dinghy Park/old Tennis Court. Our public liability insurance is not affected.



6 - Dinghy Park Minus Shed

Quick Quiz Answers

To which organisation do the Younger Brethren belong? **Trinity House**

Where is Fiddler's Green? **Sailor's heaven.**

Where is Fidler's (sic) Ferry? **On the River Mersey near Warrington.**

General Directions - what are they and why are they important?

“The Master of any vessel loading or unloading cinders, bricks or dung shall cause a canvas cloth or sheet to be fastened from such vessel to the wharf or quay”. So said Cowes Harbour Byelaws as recently as 1972!

Around 400 BC Plato argued, “Good people don’t need laws to tell them to act responsibly and bad people will find a way around the laws”. However, we have all grown up in a society that runs on written instructions.

Part of the business of Cowes Harbour Commission since 1897 has been the management of rules to ensure that all those who use the harbour can do so in safety and without unnecessary inconvenience caused by others.

Until 2013 harbour legislation was enshrined within Harbour Byelaws. A major problem with Byelaws is that they are relatively unwieldy; they can only be changed by Government Order and this takes time.

Accordingly, Byelaw amendments were only introduced when absolutely essential and it was difficult to react quickly to changing circumstance.

In 2012 an Act of Parliament approved a new statute; the “Cowes Harbour Revision Order”. This came into effect the following year and opened the way for Cowes Harbour Commission to give or amend “directions for the purpose of promoting or securing conditions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna of the harbour”, in other words General Directions.

An important provision was placed in the Revision Order to ensure that harbour stakeholders were consulted before any new Direction could be introduced. This provision dictates that statutory consultees, including the Cowes Harbour Advisory Committee, the Chamber of Shipping, and the RYA, must all agree to any new Direction and a minimum of six weeks is required

for this process. Should they not agree, then an independent adjudicator may be appointed.

Cowes Harbour General Directions were updated as recently as 1st June 2017, when in response to submissions largely from the Dayboat classes, rules for sailing within the small craft moorings area were modified to meet the particular needs of unpowered sailing vessels. The full text of the latest edition of Cowes General Directions can be found on CHC’s website.

Meantime, some of the General Directions that are most frequently ignored by harbour users, usually through ignorance of their existence, are:

- 3.1. The International Regulations for Preventing Collisions at Sea apply.
- 3.2: The 6 kt through the water speed limit within the Inner Harbour or within 100m of the Mean High Water Mark. This includes the coast out to Egypt Point to the west and Old Castle Point to the east.
- 3.3: The requirement not to cause wash that may cause damage to, or endanger the safety of other persons, vessels or property in the area above.
- 3.4: The 6 kt speed limit within the Shrape Watersports Area unless dinghy sailing, windsurfing, kite boarding, rowing or safety craft working in support of these activities.
- 3.6: Not to navigate or attempt to navigate a vessel while unfit by reason of drink or drugs, or allow any other person in the vessel to do so.
- 3.7: If you are leaving a marina or mooring you must give way to vessels navigating in the fairway.
- 3.8: The requirement to report any incident or collision to the Harbour Master.
- 3.17: In general, not to pass through the small craft mooring areas.
- 4.4: Prohibited activities include kite surfing, and paddle boarding north of No. 8 fairway buoy, located just south of Kingston Wharf.

4.5: If you are underwater diving on your yacht you need a permit to dive from either the Harbour Master or marina manager.

4.6: Sailing yachts must keep the engine running and ready for immediate use when navigating the Inner Harbour.

5.5: No tying up to navigation beacons or buoys.

5.15: No barbecues on the pontoons.

6.1: Give way to the Chain Ferry.

7.8: No landing on the breakwaters.

It is the policy of Cowes Harbour Commission to only prosecute an offender in extreme or repeated circumstance. The policy is to “educate not legislate”. Anyone breaking a General Direction will usually at first be offered “advice”. This might be followed by a formal written warning. All the Berthing Masters are now equipped with body cameras and have received police training in the gathering of evidence should prosecution follow, but this will hopefully not be necessary. However, if the transgression is taken to court it could result in a fine of up to £2,500 plus costs.

As Plato said: “Good people don’t need laws”. Most of the General Directions could be described as good seamanship and consideration for all other river users. Hopefully, you will agree that Cowes Harbour General Directions are mainly common sense.

Capt. Peter Jackson (RN) and CHC.

Product Review

In the last product review, I looked at a Chinese supplied rev counter and made a positive recommendation overall. This time, my boat-related Chinese import for review is an extraordinarily inexpensive AIS transmitter.

AIS Transmitter

Some years ago, I connected an active AIS antenna (from Digital Yacht) to my Garmin chart plotter. Although the proximity alarm is irritating in the

Solent, it has proved a boon out at sea or in poor visibility. At those times, I generally switch on the separate RADAR and try to match the RADAR echo with its corresponding AIS ID for an extra measure of reassurance.

I had been toying with the idea of an AIS transponder but didn't fancy the expense of an integrated system. So, when around 9 months ago I spotted a new entry on the market for around £160, I took a punt.



7- AIS BUOY

The supplier advertised an office in Europe, so, when the device arrived with a bill for import duty, I refused to pay the duty and made a fuss. The upshot being the supplier refunded three times the import duty. A good result.

The device itself is a floating AIS VHF transmitter meant for locating commercial fishing nets out at sea. It transmits a limited sub-set of the full AIS sentence and is password protected (just in case anyone pinches your fishing nets together with your AIS transmitter and tries to reprogram it with their details).

There is a program on the CD that comes with the device that enables you to connect the device to

your PC; set the boat name and the MMSI number registered against your boat. This is the bare minimum. There are quite a number of other static and dynamic AIS details that can't be set. The device's inbuilt simple GPS transmits the other essential, the device's position.

The device uses a special type of interface cable. The cable relies on an in-built chip to control the interface. A while ago, the Chinese released a generic version of the chip. However, the original chip-supplier cottoned on and the interface cable no longer operates in later versions of the Microsoft Windows operating system. That being the case, the first thing you need to do to program the device is to find a PC that runs an outdated version of Windows. Then you can connect the interface cable and program your boat name and MMSI number.

AIS reports the name of your boat but uses the MMSI number as your boat's unique identity.

Once the inbuilt battery is charged, you are ready to throw it over the side with your fishing nets. Of course you don't throw it over the side really, it stays on the boat.

The battery in the device looks like it holds enough charge to send out its position every few minutes for a few days.

That leads me to an interesting point. Given the device is intended to be set adrift and it relies on its inbuilt battery for power to transmit its position, you need to know when the battery is running low.

For that reason, the device transmits its supply voltage (as part of the boat name). So, for example, my boat Gina transmitted GINA 12.3V. The AIS database wasn't confused when it changed to GINA 12.2V because the boat name is just a memo field; the real identifier is the MMSI number.

You remember, I said the GPS fitted to the device was simple. For accuracy, AIS needs a more sophisticated GPS than the one fitted.

The AIS locator I was running from home on my phone had Gina's position variously in the middle of

the Medina or sitting in the Clarence yard. Indeed, anywhere but the pontoon against which she was moored. Despite being stationary, the device was also transmitting a speed, direction and an erroneous status of underway.

On board Gina, her own AIS receiver was interpreting the signal as a dangerous target thus triggering its audible alarm. Switching the alarm off, of course, rather defeats its object.



8 - Dangerous Target

The global AIS system/registry/authority seems to be a mix of the amateur, professional and the official. I wouldn't have thought they have their act fully together yet. If they ever do, I reckon this device will be near the top of the proscribed list.

I'll keep it on board but only for emergency use.

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