



Covid-19 Update – More of the Same

The Isle of Wight continues to be one of the least affected parts of the country. For which we are all exceedingly grateful. However, the clubhouse remains closed for the time-being.

Various ideas have been suggested to make the clubhouse safe to use but none stands up to the latest advice from Public Health England. We don't have the resources to follow the guidelines on the safe use of community indoor spaces.

The Stores noticeboard in the Centre Store has taken the place of the clubhouse noticeboard and the ring binder in which members record their hours of service to the club is situated in the facilities block.

The General Committee has authorised increased expenditure on cleaning materials. As I write (23rd October) the purchase of hand sanitiser dispensers is under consideration.

Pontoon Development

In the last newsletter it was reported that, a new sub-committee had been formed. The purpose of the sub-committee was to describe the concerns of club mooring holders' in the form of questions to the CHM.

The submission of the questions coincided with renewed activity from the Marine Management Organisation (MMO) which carried forward the objections raised by the general public to the granting of a licence to the CHA for the pontoon development.

There resulted a fresh round of discussions with the CHM. The President (as the Chair of the sub-committee) represented the club. The discussions concluded with three options being offered by the CHM. All three options left a gap either side of the hammerhead.

Above: the view from the latest of the new webcams.

The hammerhead would continue in club ownership. The CHA would pay to shift the hammerhead approximately 10 metres to the south to maintain a comfortably navigable gap either side of the hammerhead.

There would be a written guarantee that the gap between CHC's 'D' pontoon and the hammerhead would be retained unless the majority of club members agreed to join 'D' pontoon to the hammerhead.

The sub-committee agreed that all three options satisfactorily answered their concerns.

Its purpose having been achieved, the sub-committee was disbanded.

At the last (7th October) meeting of the General Committee a new sub-committee was formed.

The sub-committee comprised most of the members of the previous sub-committee with the addition of the Commodore as Chair. The President had previously decided to step back from the Chair and deputise for the Commodore should the need arise.

The first job of the Pontoon Sub-committee was to agree terms of reference for the upcoming negotiation with the CHA. This it did on the following Tuesday (13th October). On Wednesday (14th October) the Chair of the Pontoon Sub-committee (that is the Commodore) wrote to the CHM with a *draft E.C.S.C. Inner Basin Walk Ashore Proposal* that would be put to the membership on the satisfactory conclusion of negotiations. A redacted copy of the draft proposal is available on the website in the *Comments on the Pontoon Development* section.

Negotiations continue; the Pontoon Sub-committee is aiming for a speedy resolution with as much transparency as possible, without of course, jeopardising the negotiation. All the members of the club will be invited to vote on the proposal on the satisfactory conclusion of negotiations.

House and Stores

Redecoration of the facilities block continues.

Thank you to Bob and Phil for the painting.

A third webcam has been fitted to cover the yard. A picture taken from the webcam is our cover picture. The cameras have been a big hit with members. Thank you to David Tebay.

We have 3 existing wired CCTV cameras and one remote wireless camera. The suggestion is that we connect our new IP webcams to the existing network to extend our CCTV recording at minimum cost.

The clubhouse supports and access ramp are deteriorating. They need painting; ideally before winter sets in. The General Committee has elected to select one from a number of quotes as being the best value from a reputable local source. You may notice the mesh panels being removed from under the clubhouse to allow the painters' access. Indeed, you can see the first one has been removed on our cover picture.

Request for a Merchandise Volunteer

After many years of much appreciated service maintaining club merchandise stocks and filling members' orders, Patti Urry has decided to stand down.

If you'd like to volunteer, to look after the club's merchandise, please let any member of the General Committee know and we'll put you in touch with Patti for the handover,

The role discharges in full the club annual duty requirement.

Virtual Prize-giving

The club's annual prize-giving was premiered on YouTube on 24th October at 7pm.

A recording of the virtual event is here: <https://www.youtube.com/watch?v=Dfp4SN8VtNk>

Thanks to the presenters Peter Jackson, Richard Davis and Guy Shelbourne.

David Nixon (Commodore)

Fishing Season Report for 2020

January saw the first of our competitions with a good turn out and Cod caught, with Dave Abrook with the largest. However, with Covid-19 and the lockdown fishing was cancelled until the summer.

We came back with vengeance with many Smoothound and Bream caught over the summer. We had a great turn out for the July Smoothound competition with Lee and Dave with double figure fish. Mike also managed to gain his Sea Angler "Shark" badge with a 14lb Smoothound in May.

The Bream and Bass competition in August was also blessed with good weather and a good turnout. Many bream were caught that day off the Bramble bank and in the harbour. Paul's daughter, Gabby had the heaviest bream of 1lb 8 oz. Richard spent a quiet day watching 'Columbo' on his boat. Speaking of Bream Brian managed to catch a rare Couch's Bream and it was an Island Record!

The September Species Hunt was also a good turn out and glorious weather. Many species were caught that day, including Mackerel, Bream, Bass, Ray, Conger and Garfish.

Lee and Richard also went night fishing for Sole in the harbour, no Sole, but they had a great time.

In the recent Cod competition in October at least two Cod were caught; one by Dave Abrook of 6lb 4 oz. and one by Chris Kershaw of 3lb from *Kaikoura*. Both caught off the Bramble Bank.

General fishing reports are plenty of Dogfish and occasional small Cod caught by Dave Abrook. Also, a large Bass caught by Ray and Paul. The Mackerel and Bream seem to have gone, with some Pout arriving.

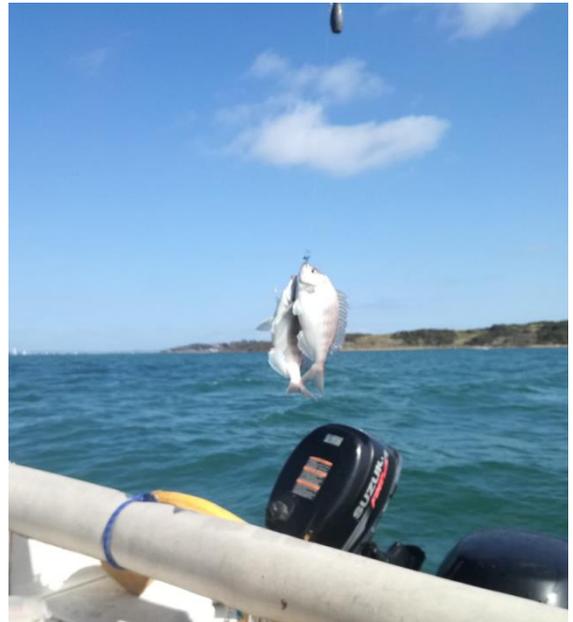
We have two more competitions left this year for Cod and heaviest fish, so fishing is good!

See overleaf the Cod and Bass caught previously by Herbie and Sam also Mike's "double bream" catch.

*Mike Harvey
Fishing Sub-committee and
Richard Davis Rear Commodore Motor Boats
and Fishing*



1. Sam's Catch



3. Mike's Double Bream

Fishing Programme 2021

Date	Type	Prize
April 18th	Biggest Ray	Points towards cup*
May 16 th	Biggest Ray	Points towards cup*
June 6 th	Biggest Bass	Points towards cup**
July 4 th	Biggest Bream	Points towards cup*
August 1 st	Mackerel fish out and social	Points towards cup**
August 7 th	Night fishing for Sole etc	Points towards cup*
September 18 th	Night fishing for Sole etc	Points towards cup*
September 26 th	Autumn species Hunt	Points towards cup**
October 31 st	Heaviest Cod	Points towards cup*
November 28 th	Heaviest fish , Heaviest Cod	Points towards cup*
December 12 th	Heaviest fish, Heaviest Cod	Points towards cup*

*Only heaviest fish for comp species is winner of point goes towards cup, depending on number of people fishing for example 9 people, 9 points.

**5 fish per species allowed, different points for each species given on day. Winner takes points depending on number of people fishing, for example 9 people 9 points.

If competition cancelled due to weather, then we will plan to hold another one two weeks later.



2. Paul's Catch

Quick Quiz

Which sail would you hoist above a Topgallant?

Is it true that a Spinnaker is followed by a Spanker?

Name two brands of polyester used in the manufacture of cruising sails?

Racing Season Report for 2020

It's mid-October, and at a time when usually most boats are laid up after a hard season's sailing the Solent seems to be as busy with racing fleets as might be expected in mid-summer. The 2020 Solent racing programme has apparently been delayed about 3 months. Nobody could have predicted this when on 23 March the Prime Minister announced a UK-wide partial lockdown to contain the spread of the Covid-19 virus. That particular battle has yet to be won, but in mid-May following pressures from society to allow some limited activity, thoughts turned towards the possibility of some limited boating activity within the constraints of social distancing and other protective measures. Supported by RYA guidance on restarting racing, the Sailing Sub Committee was able to recommend that ECSC could potentially start racing on 6 August and run a 5-Race Series through to 6 September with the 6-race Sunday Brunch Series to follow.

The starting point in ensuring that racing was safe for competitors and race officials alike was that it would be the responsibility of individual skippers to comply with social distancing and other Coronavirus protection measures. Not a problem with a 2-person family crew but more challenging when manning a 40 ft offshore racer with not more than 6 crew. It was impossible to man our safety boat, *Danny H*, safely. This impacted on our risk assessment, and also limited course selection to areas with line-of-sight radio communications between race control and competitors. Also considered was the need to reduce the potential risk of accidents or incidents requiring the involvement of safety services such as the RNLI, and this called for a reduction in the maximum acceptable wind and sea limits. Finally, social distancing in the race box demanded a reduced race team of not more than 3 people. To ease the problems of race management, and bearing in mind the uncertainty of participant numbers, it was decided to start all competitors in a single fleet on the same course. This was not ideal as with average boat speeds varying from 4.92 kts down to 2.52 kts, to enable the slower boats to finish before sunset the leaders were crossing the line after as little as 45 minutes sailing. Fortunately, at the end of the day most

competitors appreciated the conditions under which we all operated and no major complaints were received.

In the end the full ECSC Thursday Evening Series was achieved with no abandonments. 22 boats competed in 1 or more races thanks largely due to an excellent turnout from Cowes Corinthian YC. Of these, 5 boats entered 4 or more races; 10 entered 2 or less. The most starters in any one race as 16; the lowest number was 7. 4 of the 6 Sunday Brunch Races were sailed with strong winds causing the abandonment of the other 2. 15 boats sailed in 1 or more races on a Sunday morning; 3 boats completed all 4; 7 boats only made it to the start line on 1 occasion. The largest number of Sunday competitors was 11; smallest 5.

Overall, feedback from competitors was that ECSC efforts to put on an albeit constrained sailing programme in a challenging environment was appreciated, and the racing enjoyed. However each season the number of ECSC boats racing becomes smaller and smaller. Furthermore, even with our excellent new race box and facilities for the race team, appeals for more race management involvement by members has fallen largely on deaf ears. With a much compacted race season and many other calls on the time of ECSC Race Officers succumbing to Coronavirus restrictions, this year we managed. Options for running a full sailing programme in 2021 are under discussion.

Peter Jackson
Sailing sub-committee

Quick Quiz Answers

Which sail would you hoist above a Topgallant?

Royal

Is it true that a Spinnaker is followed by a Spanker? **Yes**

Name two brands of polyester used in the manufacture of cruising sails? **Terylene and Dacron**

Cruising Season Report for 2020

Being essentially a social activity, we took the decision to cancel our cruising programme along with our social programme early in the pandemic.

Nevertheless, a number of individual cruises went ahead under their own steam. I know Simon King struck out to Portland in his pocket cruiser *Kookaburra*; Peter and Jane ventured out of the Solent for the first time in their recently acquired Moody 33; *Gina* spent a quiet week in Emsworth Yacht Harbour and fellow Seadog owners John and Esme went west to the Helford River in their Seadog *Spinner*.

This year's winner of the prize for the best cruising log goes to Michael Palette who took part in the Mayflower 400 rally to Plymouth together with skipper Geoff Taylor and crewmate Graham Tracey who had more than a hand in organizing the cruise. The log is reprinted, later in this newsletter.

David Nixon

Cruising Rep. to the Sailing Sub-committee

2021 Racing Programme

Day	Date	Series/Race
Thursday	29th April	Warming Salvo Race
Thursday	6th May	Early Summer Evening Race 1
Thursday	13th May	Early Summer Evening Race 2
Saturday	15th May	Marlowe Cup Race
Thursday	20th May	Early Summer Evening Race 3
Thursday	27th May	Early Summer Evening Race 4
Thursday	3rd June	Early Summer Evening Race 5
Thursday	10th June	Mid Summer Evening Race 1
Saturday	12th June	Yarmouth Passage Race
Thursday	17th June	Mid Summer Evening Race 2
Thursday	24th June	Mid Summer Evening Race 3
Thursday	1st July	Mid Summer Evening Race 4
Thursday	8th July	Mid Summer Evening Race 5
Thursday	15th July	Late Summer Evening Race 1
Thursday	22nd July	Late Summer Evening Race 2
Thursday	29th July	Late Summer Evening Race 3
Saturday	31st July	Cowes Week Starts
Saturday	7th August	Cowes Town Regatta
Thursday	12th August	Late Summer Evening Race 4
Thursday	19th August	Late Summer Evening Race 5
Saturday	28th August	ECSC Regatta
Sunday	5th September	Sunday Brunch 1
Sunday	12th September	Sunday Brunch 2
Sunday	19th September	Sunday Brunch 3
Sunday	26th	Sunday Brunch 4

	September	
Sunday	3rd October	Sunday Brunch 5
Sunday	10th October	Final Sunday Brunch 6

Also included in the cruising program

2021 Cruising Programme

Shake-down Rally to Beaulieu Saturday 10th April 2021 HW Portsmouth 1230 BST

Gosport Rally Saturday 1st May 2021 HW Portsmouth 1630 BST

Marlowe Cup Passage Race/Rally Saturday 15th May 2021
Start 1330 BST HW Portsmouth 1430 BST

Spring Cruise Friday 21st May 2021 HW Portsmouth 0720 BST

Yarmouth Passage Race/Rally 12th June 2021 Start 1230 BST
HW Portsmouth 1350 BST

Chichester Rally Saturday 26th June HW Portsmouth 1320 BST

Bembridge Rally Saturday 10th July 2021 HW Portsmouth 1250 BST

Marchwood Yacht Club Rally 24th July 2021 HW Portsmouth 1220 BST

Summer Cruise 7th August 2021 HW Portsmouth 1150 BST
E.C.S.C. Regatta 28th August 2021

Ryde Harbour Rally 18th September 2021 HW Portsmouth 1045 BST

Newport Harbour Saturday 9th October 2021 1400 BST
Festive Food 'Cruise' Saturday 11th December 2021

"Three MEN in a boat"

Voyage/rally on NYDA to celebrate MAYFLOWER 400 August 2020

History: Mayflower was an English ship that transported the first English Puritans known today as pilgrims, from England to the NEW WORLD in 1620. After ten weeks at sea the MAYFLOWER dropped anchor near the tip of Cape Cod on November 11th, 1620 with 102 passengers and crew.

Nyda: An Ovi 385 an ocean cruiser carrying the sensational PARASAILOR! (a cross between a spinnaker and a paraglider) for dragging us downwind.

The Crew: Skipper/Owner: Geoff Taylor age 69yrs, two transatlantic crossings on Nyda plus Caribbean/Med/Brittany cruising.

First Mate: Graham Tracey age 72yrs Yachtmaster Skipper/owner of Shiatsu many thousands of miles cruising experience.

Admiral/Cook/Helm hog: Mikey Palette age 78yrs completely self-taught, over fifty years cruising / racing experience. Has owned over 70 craft of all types since 1958. Represented GB at

Laser World Champs 1997. Combined Age of crew 219 years!!



4. Mike Pallette



5. The Motley Crew

ORGANISERS of M400 Rally 2020: ROYAL SOUTHAMPTON YACHT CLUB and ROYAL NAVY VOLUNTEER RESERVE YACHT CLUB

Organising Officers: Laurie Bates and Graham Tracey (RSYC) David Monks (RNVRYC)

ITINERARY of ORIGINAL rally: (modified due to COVID-19)

Saturday 15 AUG: participants to assemble at COWES Yacht Haven. Sunday 16 Aug: cruise to Yarmouth. Monday 17 Aug: cruise to PORTLAND with meal at the boat that rocks (Monday or Tuesday). Wednesday 19 Aug: cruise to Dartmouth. Friday Aug 21: cruise to Plymouth. Sunday Aug 23: End of Rally depart Plymouth (for West Country cruising

THE ACTUAL LOG of Nyda



6. The Start of the Foodie Cruise

Day 1: Sat 15th Aug Boats assembled at Cowes Yacht Haven. Crab and salad supper at the HAVEN.

Day 2: Sun 16th Gentle cruise down to Yarmouth (pm) followed by excellent meal at "On The Rocks"



7. Mikey's Diet Goes West

Day 3: Monday 17th good forecast (SW 3-4/5)



8. Twister En-route to Portland off Totland Early AM

Left Yarmouth calm sea, spot of fishing (0), wind picked up, and sailing closed hauled at about 5/6 knots, sunny.



9. Cruise Liners Anchored in Weymouth Bay

Ten cruise ships anchored in Weymouth bay including the three QUEENS awaiting orders!
Arrived Portland Marina, Visitors berth
On end of pontoon about 10 minute walk to facilities! Dinner on board (Geoff's chicken curry).
Forecast favourable for passage to Dartmouth tomorrow (Aug 18th).

DAY 4: Tuesday Aug 18.

Early start wind SW 3 to 4 gusting 5, lumpy sea off Portland Bill but smooth through inner passage. Good sail across Lyme Bay some motor-sailing to make the Mewstone (Dartmouth entrance). Moored up on visitor pontoon opposite Town quay water taxi to get ashore. Salad dinner on-board. Dodgy forecast for rest of the week. Must change our mooring if possible!!

DAY 5: Wednesday Aug 19th.

Great news!! Helpful harbour master has found us an inner berth on the Town Quay with water, electricity, walk ashore to shops restaurants and ferries etc. Moved Nyda in double quick time ! We are now ok for the next five days during this stormy spell of weather.



10. Rosie

Who is this? Extra crew or Mikey's protégé (Rosie shanghaied)

Dinner in Dartmouth Yacht Club and joined by Allan and Gilly from Twister of Mersea. Excellent value meal with £10 off Government subsidy (super homemade Bread and Butter pudding)

DAY 6: Thursday Aug 20th.

Shopping, Paddle Steamer (Coal fired) trip up river Dart. Dinner on board Corned Beef Hash (a Mikey speciality)

DAY 7: Friday Aug 21st.

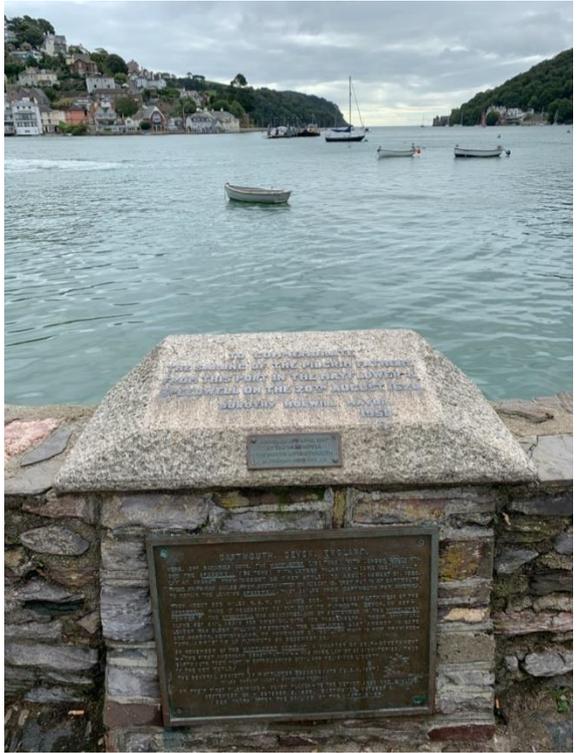
Joined by Rosie (Mikey's new Lady) having driven down from Oxford for a 3 day visit. Seafood Dinner; Scallops, Crab, for starters plus fresh fillets of local Plaice for the main course.



11. Greenway

DAY 8: Saturday Aug 22nd. River trip to GREENWAY beloved home of Agatha Christie (house closed but the grounds were open)
 Dinner on board. GEOFF's speciality delicious Paella.

DAY 9 Sunday 23 AUG: M400 rally presentation Day (DARTMOUTH)



13. Dartmouth Memorial



12. Dartmouth Dignitaries Assembled

Dignitaries: Deputy Mayor of Dartmouth, Cllr. Sally Hibbert, Admiral Robin Shiffner M400 project leader for Dartmouth.



14. Deputy Mayor Sally Hibbert

Badges and flags presented to Deputy Mayor Sally Hibbert by: David Monks and Graham Tracey.



15. Paignton

After ceremony steam trip to Paignton!



16. Skipper Enjoying Fine Conditions



17. Under a Milky Sun

Skipper enjoying fine conditions under milky Sun!

DAY 10 Monday Aug 24th: Passage to Plymouth

Wind SW 4 to 5 Lumpy off Start point otherwise good sail arrived and locked in to Sutton Marina at around 6:30pm. Gale Francis forecast for tonight and all day tomorrow (Tuesday 25th)

DAY 11 Tuesday Aug 25th: Plymouth presentation day.



18. Plymouth Dignitaries



19. Mayflower Memorial

Dignitaries: Chris Mavin Lord Mayor of Plymouth and his lady Mayoress. Project Facilitator Laura Campbell. Graham Tracey presented Club Burgees and the 1920 Mayflower 300 Badge and certificate to Chris Mavin Lord Mayor of Plymouth. Followed by signing of certificates in the Mayflower Museum. Good Dinner in Harbourside Seafood Restaurant Packed out NO social distancing? But £30 off the bill!!

DAY 12 Aug 26th: Passage to Torquay
Wind West Force 4, Sunny 7 hours under PARASAILOR!

Reserved Berth in Torquay Marina (MDL) not that good. Dinner on board Smoked Salmon followed by BBQ chicken.

DAY 13 Aug 27th: Passage to Weymouth
Wind SSE Force 4 to 6, Rain, Cold, 2 reefs in main. Left Torquay 7am off Portland Bill by 2:15 Tied up on reserved berth on Weymouth Quay (opposite) harbour master's office by 4pm. Visit to fishmongers for fillets of BRILL for supper. Heavens opened up with torrential downpour, roads turned into rivers but all over in 30mins.

DAY 14 Aug 28th: Passage to Cowes (home)
Wind West Force 4 to 5 mostly sunny with storm clouds hanging about. Great sail with Parasailor up ALL the way to Gurnard, 40 miles in six hours.
Great fresh Weymouth Bay Crab salads for supper.



20. Mikey and Graham



21. Parasail



22. Cowes in Sight

END of NYDA M400 RALLY 2020
 PS Saturday am, Nyda was refuelled, and returned to her mooring up river, followed by a very wet trip back to ECSC in the dinghy (Wind against tide in Medina!) tide out at ECSC muddy return!



23. Final Ceremony



24. Councillor Sue Blatchford

On Thursday Sep 3rd Graham took SHIATSU over to Southampton for the final Ceremony with the Lord Mayor of Southampton, Councillor Sue Blatchford. He presented a copy of the certificate signed by the Mayors of Dartmouth and Plymouth with a Mayflower 400 badge from Dartmouth.

The 'Mayflower Badges'

"In 1917, my father, Rev. James Lyne Beaumont James (b. 1886), was appointed Rector of Millbrook, Southampton. He was no stranger to Southampton, having served as curate to Doctor Trevasick at St Lullie's, and after this, as a curate at St Peter's, Bourne-mouth.

At the time of the Mayflower Pageant in 1920 he had taken leave from Millbrook to travel to Canada. His brother Clement, also a priest, had been working for the Bishop of Brisbane in Australia and was later appointed vicar of Narango in Queensland. Clement was then appointed to a parish in Buckinghamshire, and decided to return to England, via his sister (there is a possibility the brothers were to attend the sister's wedding) who was living in Calgary, Canada. Beaumont decided they should meet in Calgary; the brothers had not seen each other for five years.

After discussion with my own brothers, and referring to my mother's book about the James family, we have concluded the badges, always known as the 'Mayflower Badges' and kept in an old rusty tin, may have been made for the Southampton Mayflower Pageant. We surmise they could have been meant to be sold to raise money for the Pageant, or possibly for the parish. Also, they may have arrived at Millbrook Rectory after my father left for Canada, so for this reason, were, in the end, neither sold nor distributed. My father's return from Canada was certainly delayed by a lack of the right papers to enter America. He recorded in his diary some short entries about the many places he visited in Canada where he travelled by train, always his favourite mode of transport. He may have been intending to write this up more fully at some stage but was too busy on his return.

So, leaving Southampton on 27th May 1920, he was absent for the 1920 Southampton Pageant however, in 1930, he was part of the Executive Committee, simply appointed Vice Chairman of the History of Hampton Pageant. The funds from this were set to be used for the parishes of St. Mary's, Shirley, and Millbrook. I can find no references to this Pageant in the James Family History and do not, at this time, have access to his diaries. But, we do know being involved in this Pageant sparked his interest in our family history." Lis Barton. August 2020

On Friday 14th August 2020, Cllr Sue Blatchford, Mayor of Southampton, presented two of the badges to members of the Royal Southampton Yacht Club Laurie Bates and Graham Tracey and the Commodore of the Royal Naval Volunteer Reserve Yacht Club, David Monks, to be presented to the Cities of Dartmouth and Plymouth in honour of their shared maritime history represented in the voyage of the Mayflower and Speedwell in 1620, precisely 400 years ago

Lis Barton
 Cllr Christopher Mavin
 Lord Mayor of the City of Plymouth

Sue Blatchford
 Cllr Sue Blatchford
 The Right Worshipful Mayor of Southampton

Graham Webb
 Cllr Graham John Webb
 The Right Worshipful Mayor of Dartmouth

CONCLUSION and LESSONS learnt

This Rally was 2 years in the planning and a tremendous amount of work and effort was put in by RSYC members Graham Tracey and Lauri Bates. No one could have foreseen COVID-19 which of course changed everything. No Tall Ships, parade of sail, no parties or social events. The Media showed little interest no reporters, local radio, tv, or newspaper reports etc.

Despite all this and the inclement weather forecasts the Rally went ahead, and all participants got something out of it, whether for the two weeks duration or for only a couple of days.

Of the 40 entries Nyda and Moonlite (a Swift Trawler yacht) completed the itinerary.

Weather: Although two major depressions came through during the rally including two force 8 to 10 gales. Prudent weather planning and decisions on Nyda enabled us to find suitable windows to complete seven passages of over forty miles with no more than force 6. We had a few lumpy and confused seas notably off Portland Bill and Start Point. Most of the passages were slight or moderate seas. Winds were mostly WSW .

The finest way of surviving bad weather is to put three reefs in the main before setting off; set the Storm jib; prepare a sea anchor and a 100-foot warp with heavy chain; securely stow anything that is loose and then go ashore and SIT IN ANY BAR until the weather gets better. (credit: The Art of Course Sailing)

Michael (Mikey) Palette