



# East Cowes Sailing Club Newsletter Spring 2021

## Covid-19 Update – Normality Ahead

Yard activities resumed on 31<sup>st</sup> March 2021 and the Wednesday Club restarts on 14<sup>th</sup> April. As a reminder, for the moment groups of no more than 6 can work outside. Talk to Dave Casson who is co-coordinating the Wednesday Club this year.

Next date on the Government Roadmap is 17<sup>th</sup> May when up to six people will be allowed to meet indoors and General Committee nomination sheets will be posted in the Centre Store.

All restrictions are planned to be lifted on 21<sup>st</sup> June and the Centenary Room will re-open with fresh stocks of beverages and nibbles.

The AGM will be held during that week; the venue and date will be advised shortly.

## CHC Pontoon Developments

Some members have advised that the Marine Management Organisation (MMO) has resumed its due diligence on the revised layout of the CHC pontoon development.

You may recall, just before Christmas the Pontoon Development Sub-committee provisionally agreed a revised layout with the Cowes Harbour Master (CHM) subject to ratification by the membership at a General Meeting.

Above; a sunny spring morning in the yard.

Stuart McIntosh retired recently. There has been no contact with the new CHM, Ed Walker. He is aware that nothing will be put before the membership without cost and contract details.

The revised pontoon layout can be found towards the bottom of the Pontoon Development page on the website.

## House and Stores

**Kitchen** – The Vice Commodore has engaged with the Isle of Wight Planning Department for pre-application advice on a change of use application. Few impediments are anticipated. Next, we need to arrange to reinforce the steel supports in the Centre Store and put together a schedule of remaining works that we can share with the Planning Department.

**Facilities block** – We'll have to wait until 17<sup>th</sup> May before we can fit new flooring in the Ladies. It's a two-handed job and meeting people indoors from different households will not be permitted before that date.

**New link-span** – The new linkspan made by Wight Shipyard that replaces the old Trinity House gangway is fully operational.

*Seaclear* CHC's utility barge delivered the new linkspan to the end of our hammerhead on the

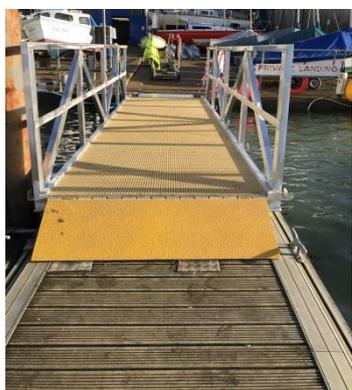
15th December last year just as the heavens opened. Dave Casson and Paul Walker helped the Wight Shipyard team to manoeuvre the linkspan into position in less than ideal conditions.

There were a few modifications undertaken by Wight Shipyard during January 2021 and now the linkspan is in full commission.

Thanks are due to our Treasurer Dave Casson for designing the linkspan and managing the whole project from start to finish.



1. Paul Walker supervising the use of our roving service pontoon



2. The Link-span at low tide

### Quick Quiz

1. Which of these historic fishing boats is associated with the Isle of Man: Oyster Smack; Herring-Buss; Nickie?
2. With which river are the following craft associated: Lighter; Peter; Barge?
3. What's caught out of Leigh-on-Sea?

## General Committee News

Paul Walker has taken over the role of Rear Commodore Stores.

We normally have three members of the General; Committee aside from the named roles. This year we are down to one.

I am pleased to welcome two co-opted members, Peter Ball and Ray Hallett who have volunteered to bring the General Committee up to strength.

In addition, the Sailing Sub Committee has recommended that the General Committee co-opt John Barnes as Rear Commodore Sailing.

This year has been unusual. The pandemic has meant that we can't hold an AGM in the first quarter of the year.

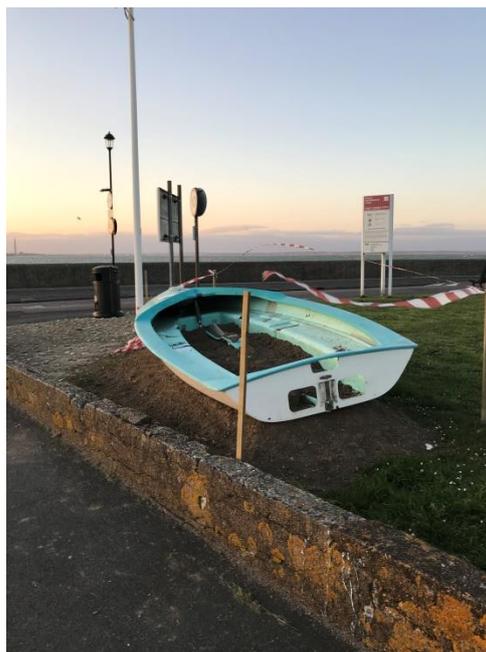
We have no choice but to continue until the week of 21<sup>st</sup> June.

General Committee nomination sheets will be posted in the Central Store on 17<sup>th</sup> May. All members are encouraged to participate.

Elections will be held at the AGM if there is more than one nomination for the named positions or there are more than three nominations for the general positions.

## Mango Chutney

Our Hon. Sec. having retired from racing has donated his Lark dinghy to the town. It's now (6<sup>th</sup> April) a flowerpot-in-progress on the esplanade.



3. Mango Chutney

## Sheena's Log

### Prologue

In the late summer of 2006, when approaching my mooring off Woolston in Southampton Water, there was an ominous clatter from *Sheena's* engine which then stopped never to start again. For the first and last time I sailed onto my mooring. Fortunately, my crew picked up the buoy first time.

*Sheena* was hauled out that weekend and took a spot in Southampton Sailing Club's compound. There followed a search for a replacement for the broken Yanmar YSE 8. Dickies of Bangor were offering an excellent deal on the Yanmar 2YM15 so I had one shipped to my then house in Caversham. I learned later that Dickies were destocking in preparation for the sale of the site in 2007.

I spent weekends and days off in the autumn and winter of 2006 and the spring of 2007 replacing *Sheena's* engine. It was often quiet in the compound. One day I turned up and the whole area was deserted. An unexploded WWII bomb had been discovered 20 yards away!

The new engine completely changed my cruising ambitions. Previously, I'd been content with Chichester to Poole but now a cross-Channel passage was a possibility. One limiting factor was fuel. *Sheena's* replacement stainless steel fuel tank's capacity was just 10 litres. I stowed away an extra 60 litres in cans just in case.

### Outward

On the morning of Friday August 31st 2007, Southampton Sailing Club's escort boat was being maintained by two committee members. This was a lucky break for John, *Sheena's* navigator, as he'd brought several heavy bags, his laptop, PDA, GPS and sundry other electrical items – so a damp trip to *Sheena* in the dinghy was gratefully replaced by the luxury of a dry RIB ride.

Skipper David had been busy that morning fixing a 'Radome' atop a pole clamped to the push-pit; having bottled out of the added risk of relying on the number one eyeball on a night passage



4. Radome Resplendent

Off they set at half past noon. There was nearly an early end to the trip when the skipper noticed they were shipping water from an engine hose. A quick turn on the hose clip and all was well once more.

There was nothing much to report for a while; John took the boat through the Needles channel without a hitch and plotted a course to steer designed to drop *Sheena* up-tide of Cherbourg. Night fell, the wind picked up, and the sea state moved to a rather immoderate moderate. Harnesses were clipped on and the crew settled down for the night passage. The odd ship outside the lanes and the shipping routes themselves proved worry-free with the radar and John's experienced eye. Earlier in his career, the navigator had been associated with powerful military grade radar; "*sufficient to bring down a bird at half a mile*" he said with a twinkle in his eye.

Although there was nothing wrong with the original course, leeway and a little helm fighting put *Sheena* down-tide towards Cap de La Hague and directly off Port Racine as she closed the lights of the Cotentin peninsula.

The course should have been checked mid-Channel but the boat's motion precluded any but brief forays into the cabin.



6. Cluttered but Comforting

There followed a protracted approach against the tide to the western entrance of the Grande Rade. The navigator picked up the leading lights without difficulty but *Sheena* was hard pressed to motor-sail the course into harbour.

A Brittany ferry appeared hove to outside the harbour for three quarters of an hour as *Sheena* crabbed her way in. A proper gent thought the skipper, until the navigator pointed out that it was likely that the ferry had arrived early and was not due to dock until dawn.

*Sheena* crept through the quiet of the Grande Rade at first light. By the time she had ghosted into the Petite Rade and then into the yacht harbour, it was easily light enough to pick up a visitor's pontoon.

Time for breakfast out of a tin; as the navigator remarked: "*I've had better meals in France but none more welcome*". The crew snatched a few minutes sleep, showered, paid for the berth and took on more fuel.



7. Just in case they think we're holed up in Newtown Creek

## Return

*Sheena* set off on the return journey at 1100 hours (BST).



5. Homeward Bound

A course was plotted to drop *Sheena* into the Needles fairway. The auto-helm was pressed into service and it proved much more accurate than the manual helming of the outward journey.



8. Auto-helm = Happy Navigator

The first 20 miles or so were plain sailing in a slight sea with time enough for a substantial cooked lunch. Then the crew settled down into the routine of the return passage.



9. The Skipper Showing Off His Culinary Skills

Night fell as *Sheena* closed the Isle of Wight. The sea picked up and *Sheena* ploughed through lots of spray. The skipper was all for taking the North Passage but the navigator, PDA plotter in hand, convinced him that the safe passage marker and the sectored light of Hurst Castle were moments away.

Once into the Solent, the sea was smooth and, with the moon out from behind the clouds, it made a serene sight as *Sheena* nosed into Southampton Water. She picked up her mooring where the rivers Test and Itchen meet in the early hours of Sunday 2nd September 2007.

### Epilogue

*Sheena* was sold the following year to a retired senior fire officer. She was replaced by *Cornish Chough*, a lift-keel Seal 28.

One Friday evening Lorraine and I drove down to Southampton Sailing Club intending to stay the night on *Cornish Chough* and make an early start to the Island in the morning.

*Sheena's* mooring was about 75 metres away from *Cornish Chough*. As we rowed out to the boat, I saw a dinghy alongside *Sheena*. In the twilight, I thought the new owner must have acquired an inflatable judging by its light grey colour.

The following morning I looked over to *Sheena* and realised that the dinghy wasn't an inflatable. Instead it was a capsized rigid tender. Immediately I rowed over. As I approached, I could see what looked like a small pick-up buoy

below the surface. It turned out it was the new owner's drowned head. Things were busy on that stretch of water for a little while afterwards.

The executors sold *Sheena* to another member of the sailing club. A skilled craftsman, he refurbished the boat to a high standard and sold her a couple of years later. I last saw *Sheena* as a resident of Sparkes Marina in Chichester on East Cowes Sailing Club's first Meridian Cruise.

184 miles  
33 hours  
15 night hours  
Highest wind F5

*Sheena*: Atlanta Viking 8.5  
(Macwester 28); Bilge Keel; 1976

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### Quick Quiz Answers

1. Which of these historic fishing boats is associated with the Isle of Man: Oyster Smack; Herring-Buss; Nickie? **Nickie**
2. With which river are the following craft associated: Lighter; Peter; Barge? **Thames**
3. What's caught out of Leigh-on-Sea? **Shellfish**

## Sailing Programme 2021

<b>DAY</b>	<b>DATE</b>	<b>SERIES/RACE</b>
Thursday	29 <sup>th</sup> April	Warming Salvo Race
Thursday	6 <sup>th</sup> May	Early Summer Evening Race 1
Thursday	13 <sup>th</sup> May	Early Summer Evening Race 2
Saturday	15 <sup>th</sup> May	Marlowe Cup Race
Thursday	20 <sup>th</sup> May	Early Summer Evening Race 3
Thursday	27 <sup>th</sup> May	Early Summer Evening Race 4
Thursday	3 <sup>rd</sup> June	Early Summer Evening Race 5
Thursday	10 <sup>th</sup> June	Mid Summer Evening Race 1
Saturday	12 <sup>th</sup> June	Yarmouth Passage Race
Thursday	17 <sup>th</sup> June	Mid Summer Evening Race 2
Thursday	24 <sup>th</sup> June	Mid Summer Evening Race 3
Thursday	1 <sup>st</sup> July	Mid Summer Evening Race 4
Thursday	8 <sup>th</sup> July	Mid Summer Evening Race 5
Thursday	15 <sup>th</sup> July	Late Summer Evening Race 1
Thursday	22 <sup>nd</sup> July	Late Summer Evening Race 2
Thursday	29 <sup>th</sup> July	Late Summer Evening Race 3
<i>Saturday</i>	<i>31<sup>st</sup> July</i>	<i>Cowes Week Starts</i>
<i>Saturday</i>	<i>7<sup>th</sup> August</i>	<i>Cowes Town Regatta</i>
Thursday	12 <sup>th</sup> August	Late Summer Evening Race 4
Thursday	19 <sup>th</sup> August	Late Summer Evening Race 5
Saturday	28 <sup>th</sup> August	ECSC Regatta
Sunday	5 <sup>th</sup> September	Sunday Brunch 1
Sunday	12 <sup>th</sup> September	Sunday Brunch 2
Sunday	19 <sup>nd</sup> September	Sunday Brunch 3
Sunday	26 <sup>th</sup> September	Sunday Brunch 4
Sunday	3 <sup>rd</sup> October	Sunday Brunch 5
Sunday	10 <sup>th</sup> October	Final Sunday Brunch 6

## Cruising Programme 2021

~~Shake-down Rally to Beaulieu Saturday 10<sup>th</sup> April 2021 HW Portsmouth 1125 BST Cancelled~~

Gosport Rally Saturday 1<sup>st</sup> May 2021 HW Portsmouth 1536 BST

Marlowe Cup Passage Race/Rally Saturday 15<sup>th</sup> May 2021 Start 1230 BST HW Portsmouth 1435 BST

Spring Cruise Friday 21<sup>st</sup> May 2021 HW Portsmouth 0734 BST

Yarmouth Rally Passage Race/Rally 12<sup>th</sup> June 2021 Start 1100 BST HW Portsmouth 1350 BST

Chichester Rally Saturday 19<sup>th</sup> June HW Portsmouth 1930 BST

Bembridge Rally Saturday 10<sup>th</sup> July 2021 HW Portsmouth 1258 BST

Marchwood Yacht Club Rally 24<sup>th</sup> July 2021 HW Portsmouth 1325 BST

Summer Cruise 7<sup>th</sup> August 2021 HW Portsmouth 1200 BST

E.C.S.C. Regatta 28<sup>th</sup> August 2021 HW Portsmouth 1615 BST

Ryde Harbour Rally 18<sup>th</sup> September 2021 HW Portsmouth 1042 BST BST

Newport Harbour Saturday 9<sup>th</sup> October 2021 HW Portsmouth 1402 GMT

Festive Food 'Cruise' Saturday 11<sup>th</sup> December 2021

The red lines are where the Cruising joins the Race Programme.

## Fishing Competitions for 2021

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