



East Cowes Sailing Club Newsletter Winter 2017/2018

2018 Provisional Race Fixtures

April 5th	All in race 1	July 5th	Final mid-summer series R6
12th	Spring series race 1	12th	Late summer series R1
Sat 14th	Yarmouth passage race	19th	Late summer R2
26th	Points & Cup R3	26th	Points & Cup R3
May 3rd	Spring series R4	Aug 2nd	Late summer R4
10th	Spring series R5	Sat 4th	Cowes week start
Sat 19th	Marlowe cup	Fri 11th	Cowes week finish
17th	Final Spring series R6	16th	Late summer R5
24th	All in race 2	Sat 18th	ECSC Regatta
31st	Mid-summer R1	23rd	Late summer R6
June 7th	Mid-summer R2	30th	Late summer R7
14th	Points & Cup R3	Sept 6th	All in race 3
21st	Mid-summer R4	Sunday 9th	Sunday brunch R1
28th	Mid-summer R5	16th	Sunday brunch R2
		23rd	Sunday brunch R3
		30th	Sunday brunch R4
		Oct 7th	Sunday brunch R5
		14th	Final brunch R6

2018 Cruising Programme

Yarmouth Passage Race/Rally April 14th

Beaulieu rally 28th April

Marlowe Cup Passage Race/Rally 19th May

Meridian cruise in company 16th June

Newtown picnic and junior crabbing competition 14th July

Marchwood rally 28th July

Regatta 18th August

Summer cruise in company 25th August

Gosport rally 15th September

Fishing Competition January 14th

What a great day! Flat calm seas, good company and loads of fish!

This was attended by 3 boats (Dave, Mike and Steve) and 5 people Dave, John, Mike, Mat and Steve.

The purpose was to catch big fish and the prize given to the person with the biggest fish, as no one won the last competition for the biggest cod on our last outing.

The weather was cold with a light easterly to begin with and becoming flat calm later. Some of us fished off Leppe and Gurnard to begin with for a change with a few Doggies, Pout and Whiting. With the ebb tide becoming strong we moved to the more eastern Solent marks including the Bramble Bank which proved excellent fishing as the ebb slowed.

Many good Pout, Whiting and a few Rays (Spotted and Thornback) were caught, with Dave being the winner with a Ray of over 7lb; followed by John with a Ray of 6lb. Dave won the rod provided by Mick in East Cowes tackle shop.

We debriefed in the club house over a few beers. The comp was enjoyed by all.

The next competition will be on Sunday April 8th.

Thank you all,

Mike Harvey

Watch for announcements of further fishing competitions held throughout the year.

EAST COWES TACKLE SHOP

Sponsors of East Cowes Sailing Club
Fishing Competitions.

House & Stores – Progress & Plans

Mud Moorings

Last season saw the replacement of the mud moorings ground chain by Cowes Harbour Commission and the replacement of individual risers by club members.

Centre Store

The Centre Store's deteriorating asbestos roof was replaced; the upstairs completely remodelled and a second staircase installed. Work continues on the new kitchen and storage areas.



1. Spring Tide January 2018



2. Upstairs in the Centre Store

Slipway Cleaning

The leaking seawater pipe from the hammerhead pump to the slipway was replaced and a new, more easily handled, mud-clearing hose was fitted.

South Store

Upstairs in the South Store, there has been a long overdue tidy-up and old racking has been removed.

Yard

The electric winch was inspected and its cable replaced. The cable was tested and rated at two tonnes.

A yacht in the yard, long past saving, was cut up and scrapped.

An unwanted speed boat found a new home. Indeed, there has been a lot of attention to moribund boats, dinghies and trailers. As a result, the yard, moorings and Esplanade Dinghy Park are looking much tidier.

Thanks

Thanks are due, in particular, to the members of the Wednesday Club and members of the launch team. Together, they have made a great contribution but there's more than enough to go around! Please get involved whenever you can.

Plans

As to early plans for 2018:

- An old pontoon we acquired a few years ago will be refurbished and brought into use.
- There will be electrical safety work in the North Store.
- The Centre Store will have a new electricity supply installed together with new waste water drainage.
- The existing tractor will be replaced with a second-hand purpose-built model more suitable to moving trailers safely round the yard.
- The partition wall, to make best use of the available space in the Ladies will be completed.
- A rolling programme of pontoon refurbishment is planned to be scheduled and started.

Club Officials No Longer With Us

One of our Vice Chairmen, Eric Caws, passed away in July last year. Eric had served the club for more than four decades and will be sorely missed. November saw the sad loss of our Hon. Treasurer, Stewart Buchanan. We are grateful that Stewart's son, Andrew, stepped in as the temporary Hon. Treasurer at a very difficult time for his family.

Quick Quiz

Park Avenue gave its name to which piece of sailing equipment?

What is wrong with this statement? The yacht flew her ensign.

Which knot takes its name from a Portsmouth Dockyard rigger?

The Social Side



3. Afternoon Tea and Cakes March 2017



6. Regatta Buffet July 2017



4. Gins Farm April 2017



7. Cherbourg September 2017



5. Marchwood July 2017



8. Prize-giving October 2017

Product Review

China has a reputation for ripping off the Intellectual Property of Western manufacturers but it is also a capable innovator in its own right; especially in technology. There are lots of original Chinese internet bargains out there. Beware though, if your parcel from China arrives via courier, it may well attract a courier collected import charge.

In this, and the next few editions, I will review some boat-related Chinese imports including:

- Rev Counter
- GPS Speedometer
- AIS Transmitter

Two have a home on my boat. The verdict's still out on the AIS transmitter.

Rev Counter

My rev counter failed with a broken cable. For cost reasons, I looked at tractor rev counters for a replacement. Cable-driven instruments were very cheap but for a little more money, there were some attractive alternator-pulse driven rev counters with a suitable range and an engine hour meter.

My first mistake was buying a pre-calibrated rev counter – more of which later.

My second mistake was not checking for an alternator output terminal (yes, I know you can wire up a pulse terminal).

I toyed with the idea of sticking a pulse generator on the flywheel or a pulley. Having decided against breaking-out my soldering iron, I fitted a new alternator. The pulse-driven tachometer was duly fitted and connected to the alternator. Oops, the rev counter looked like it was reading twice what it should.

At that point, I finally broke-out the soldering iron and built a timer circuit. The idea was to divide the alternator-pulse output by two. I fitted the timer between the alternator and rev counter. As often happens with my electronic projects, the result was not what I expected. The timer circuit was multiplying the output by two and the output was already twice what was required. Time for a tactical retreat.

As it happens, not long afterwards, the same device was advertised with fully adjustable calibration. So I bought one. It was indeed the same device. The only difference was the addition of calibration instructions. So that was the purpose of the mysterious button at the back! To be fair, I had worked out the purpose of the button but was getting nowhere with trial and error.

So I took a photograph of the relevant instruction paragraph for my own use and took the new tachometer, instructions included, to a boat jumble run by the owners' club for my class of boat. That was 12 months ago. I'm delighted with my rev counter and my fellow boat owner is also delighted with the bounty from my mistakes.



9. Chinese Rev Counter

Guest Contributor – Lifejackets

The well-respected RNLI have a saying about lifejackets – “Useless unless worn”. I believe this is true up to a point. When briefing my crew I always include lifejackets and how I refer to them.

Anything which is prefixed by the word LIFE has this word replaced by “Drowning”. The reason is that the big risk from falling into the water is hyperthermia and drowning. The jacket will keep you afloat while this happens.

My jackets are self-inflating, have whistle, lights, spray hoods, reflective tape, crotch straps and are checked each time they are worn. So have a look at the specs.

Self-inflating – because as you hit the water the body goes into shock no matter how warm the water. The shock temporarily stops you reacting and finding and pulling a tag upside down while gasping for breath is not easy.

Whistle – fairly obvious it might not be your well trained crew sailing past and a whistle gains attention.

Light – You never sail at night or in fog until it happens and it will. Lights switch on automatically as they are water activated.

Spray hoods – There are very few jackets sold with spray hoods so they are not needed? When you fall in the waves will turn you until you are facing into the wave. →

The waves then hit your face stopping you breathing. So you open your mouth and the next wave fills it with water. You are gasping for air so it goes to your lung to commence drowning. A Spray hood helps prevent this.

Reflective tapes – See Whistle about fog and night. The reflective tape shows up very well when a torch beam hits it at range. Remember you are only visible when you and the rescuer are both on the top of a wave which is about a second.

Crotch straps stop you falling out of the jacket! On my last offshore crew course I was given a jacket without a crotch strap. It is very difficult in a warm swimming pool without waves to stop yourself falling out of the jacket. It requires a lot of energy to stop this and you need this energy stored for as long as possible. Each minute in the water you are getting weaker. Also that person, lifeboat, helicopter will hold the jacket and if you fall out you are one step further down the ladder.

So now you have a **properly equipped** life jacket. At the start of the season (for me 4 times a year) you need to check that it is serviceable. You can take it into a service agent in Cowes or DIY. DIY is not difficult.

Check the jacket for damage. Any cuts, abrasion etc. Any damage bin it.

Remove the gas bottle and check that it shows NO SIGN of rust. If it does bin it

If you have postal scales or similar weigh it. This will tell you if the gas is still inside. I follow No2 so my bottles are changed regularly.

Check the trigger mechanism. Does it work? Is the GREEN Trigger Tab in place? For Automatic jackets also check the release canister to see that the GREEN tab is in place. If any of the above is not correct a trip to the Chandlery who will have the parts you need in a pack or separately.

Replace the gas bottle by screwing it in finger tight and reassembling the trigger.

You will find a manual inflation tube on the chest of the jacket. It is best to use a pump to keep water in your breath from getting into the bladders. You can use the mark one lungs you come equipped with. Inflate to firm. Leave for 24 hours to ensure you have no leaks. Got a leak bin it.

It is now time to repack the jacket. Get out as much as the air from the bladder as possible. Then get the rest out.

Neatly refold the jacket and place it in a dedicated bag in a dedicated place in the boat.

Clearly mark the dedicated place so crew can find them. (Buy a good quality Orange Lifejacket bag. Not the cheap White ones they will not last)

Brief your crew on where to find jackets and spare rearming kits.

So you have fallen in and the jacket has inflated. Place the spray hood over your face. Raise the knees towards the chest and place the hands between your chest and the jacket. This preserves heat. HEAT is vital to you. DO NOT SWIM. This uses energy and you need to conserve it. Let your rescuer come to you.

Oh dear the wheel has come off. There are more than you in the water. Conserving energy collect all of you together and Link arms in a circle and place your hands under the life jacket. All of you wrap your legs around each other. This conserves heat and makes you easier to see as you are a bigger target.

If you have to swim a short and the emphasis is short distance swim on your back just using your arms. More than one person. Put your legs around

the waist of the person in front of you. They do the same to the next person. Again use backstroke. The main thing about saving your life is remain calm.

So the very most important rule is 'Don't fall in'. The pontoon and dinghy are the most dangerous. When on the boat always always practice 'One Hand for Yourself and one for the Boat'. Do as the dancing instructors says 'Bend ze Knees' to lower the centre of gravity. Always walk with the feet apart. Always have one hand attached to the solid part of the boat. Do this even when tied to the Hammerhead in a flat calm. Do it and make it second nature. I am not ashamed to revert to baby crawl.

Do you have a 'man overboard system for recovery?' The good news is that none of the ones I know about work but they make you feel good. Put out that Mayday and get help coming. You can always cancel.

We sail in one of the safest waters so enjoy.

Brian Cooper

Quick Quiz Answers

Park Avenue gave its name to which piece of sailing equipment? *The main boom in 'J' class yachts*

What is wrong with this statement? The yacht flew her ensign. *Ensigns are not flown but worn.*

Which knot takes its name from a Portsmouth Dockyard rigger? *A Mathew Walker.*

Out and About



10. Guinan Southampton Water July 2017



11. Kaikoura Chichester May 2017