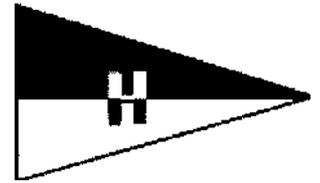


# Spunvarn



## HARDWAY SAILING CLUB MAGAZINE

103 Priory Road Gosport Hampshire PO12 4LF

**AUTUMN 2006**



Another very successful 'Junior Week' was held during August 7<sup>th</sup> – 11<sup>th</sup>. The weather was brilliant for much of the time although a bit windy at times! As you can see from the above photo (thanks to Jo Robinson) it was well attended as usual. For more photos look in the club for the file labelled 'Junior Week' in which there are more of Jo's pictures.

## **COMMODORE'S UPDATE.**



Ongoing development within the club continues to be at a very exciting stage. The passion held by a large group of members certainly ensured success with our well established junior training week. I know that trainers, helpers, safety boat crews and juniors alike thoroughly enjoyed the events and activities that had been so carefully planned by a diverse group of members, ensuring a programme of exciting and enjoyable courses. Whether you want to learn a new activity, develop existing skills, or simply have a great time afloat I believe there is something here to suit everyone. A full account of the week is presented in this edition of Spun yarn.

At the beginning of August we took delivery of two moulded plastic type of the Oppie class dinghies, just in time for our training requirements during junior week. Funds for these new dinghies having been initially raised by the combination of donations and proceeds achieved throughout the year from the weekly sweep stake. We feel this type of plastic construction Oppie will meet with the demands witnessed in use with our current GRP craft, that of a durable product. Eventually the present high specification GRP Oppies, now a few seasons old, will be offered for sale. Watch the notice board for arrangements on disposal. The funds raised from the eventual sale will be reinvested to further develop the early day training offered to members of all ages. A most welcome boost in recent weeks to training has been that of a member's personal donation of £2,000 to be used to purchase a suitable additional craft for club training purposes. This is the second year running that members have made significant financial contribution to our training plans. Another recent purchase is that of a data projector as an aid for presenting training material or in support of illustrated talks. A very hearty thanks goes to all members who so kindly donate by whatever means allowing us to look forward with this most worthwhile cause.

The constant spell of good weather during late July and early August which tempts us to steal Fridays to sail to weekend events along the coast, confident we can get our boat back to our home mooring without having to battle against a gale force wind, has been most rewarding. For those requiring CEVNI assessment there are now new test papers and the old papers 1, 2, 3, and 4 are no longer valid. Many members of our club report they have been made most welcome and received in an extremely courteous way and access to facilities and also report that our name is held in high esteem by clubs along the coast. Judging by the yarns to be heard in the clubroom a number of members have braved the elements with local and long distance cruises under very challenging conditions and summary of the passage logs will reproduced in later editions of Spun yarn.

We have recently undertaken a full rewire of the clubhouse electrical installation brought about by age of wiring and some aspects no longer compliant with legislation. Also a total rebuild of the high pressure hose system and a new replacement pump, also brought about by the combination of age, wear and tear. Two worn out pontoons from our walk ashore / landing stage have been disposed of and a new unit fitted out by working party brought into service. The changes in service meant the risk of some form of disruption. However, they all went without any long term loss of facilities during periods of transfer. Special thanks to all who helped oversee the work and the co-operation and understanding given by members generally over what could have been a difficult time. Purchase of the lease is nearing completion, plans approved, terms agreed just land registry to complete and, of course, release the cash. Charges for the use of the high pressure system have been reviewed and regrettably the price of tokens increased with immediate effect to £3. Consideration is being given to adding to our high intensity light system a start or recall signal procedure by way of a general transmit text / tone to mobile telephones, more on this later.

A moment of thought: How much does it cost to run a boat, what amount of money does a typical owner put into the local community? Perhaps 5% of the capital value of the boat, perhaps £1,000 and with 5,000 yachts in the harbour this means £5M going into the local economy.

**John Roser**

## Marine Crime Prevention



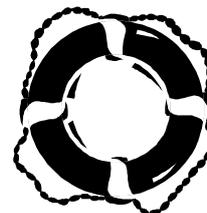
On March 12<sup>th</sup> Hampshire Police gave a talk on Marine Crime Prevention. The Marine Unit covers about 253 miles of coastline from Highcliffe in the west to Emsworth in the east using 3 high-tech Mitchell 31 launches. The unit is responsible for protecting about 50,000 pleasure craft worth around £2.1 billion. In addition a watchful eye is kept on the estimated 1.1 million commercial ship movements each year.

The Marine Unit personnel are experienced police officers who have successfully completed an intensive year long training course. They police major events such as Cowes Week, the Global Challenge and Volvo Ocean races and the Tall Ships event.

Three simple steps to follow in crime prevention on the water are: -

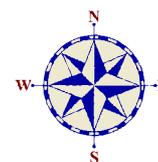


### LOCK IT, MARK IT, ALARM IT



In addition a security checklist follows.

- Don't leave anything loose in the cockpit or on the deck
- Take personal and vessel papers with you
- Don't leave your home address on show
- Don't leave your keys in the ignition
- Keep your boat keys separate from your engine keys
- Close curtains so no-one can look inside
- Ensure unused ropes, fenders etc are stowed out of sight
- Secure life raft and outboard engine



And for laying up

- Remove electronics, auxiliary engine, life raft, rigging
- Keep boat locked
- Lock loose ladders up in the yard
- Lock boarding ladders in position
- Remove tools when you leave the boat
- If you live away, get someone to check your boat regularly



Look in the Club for leaflets on Marine Crime Prevention.  
Thanks to the Marine Unit for a useful, informative talk.



### Dinghy Matters 3 2006

Well here we are, the Spring Series is over and the Summer has nearly finished. Where does the time go?

The worthy winners of the Spring Series were:-

**Fast Handicap**

Tuesday: Scott Butler

Sunday: Tony Partington crewed by John Stutchfield

**Slow Handicap**

Tuesday: Dave Jarrold crewed by Jack Jarrold

Sunday: Chris Vine



From now on we are racing every Sunday at 11.30am with the last race on the 29<sup>th</sup> October.

The “*Icicle*” is Boxing Day followed by the “Paper Boat” race.

The new marks are working well and we have even added a further one called “X”. It is the nearest FG mark to “J”.



The training weekends went well for both Adults & Juniors. These will probably be extended for 2007 so if you want any sailing training let me know. There are now 5 RYA instructors in the club so we can cater for more.

Thanks to the generosity of a club member another training dinghy can be purchased. We are looking for a good quality Wanderer as it can be used to train helms & crews of all ages. Hopefully we can purchase in the winter to be ready for next season.

During Junior Week 7 youngsters completed their RYA Youth Sailing Scheme Stage 1 and are well on their way to Stage 2.

Junior week again gave everybody a chance to row, paddle, swim, sail & cruise. Thanks to Paul Adams and all those who helped. We are already thinking about next year and some possible changes. If you have any ideas let me know.

The Junior committee has met and we are thinking to extend it to anybody who is interested in increasing Junior sailing. If you can help [even as a shoreline member] please volunteer.



As usual more Race Officers, Committee boats & Safety Boat crews are needed. Remember 2 duties are the same as 2 working parties. I know what I would prefer to do!

Full training is available so why not tell the Sailing Committee if you wish to do any of these.

We missed sailing in the Turks Trophy this year but hopefully we will be better informed for next.

Lastly, a couple of dinghy owners have not applied for stickers – a Topper & Skipper. If applications are not made by the end of September they will be impounded.

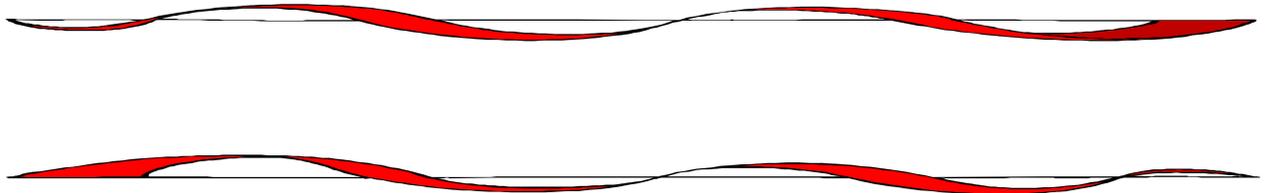
If you wish to discuss the above or any dinghy matter with me please call on 07917 077323.

Good sailing. **John Stutchfield - Dinghy Captain**



Some of the dinghies competing in the regatta on July 15<sup>th</sup>.

Kev Abbot in his Comet, 'Trio' and Mick and Donna Lee in their catamaran.

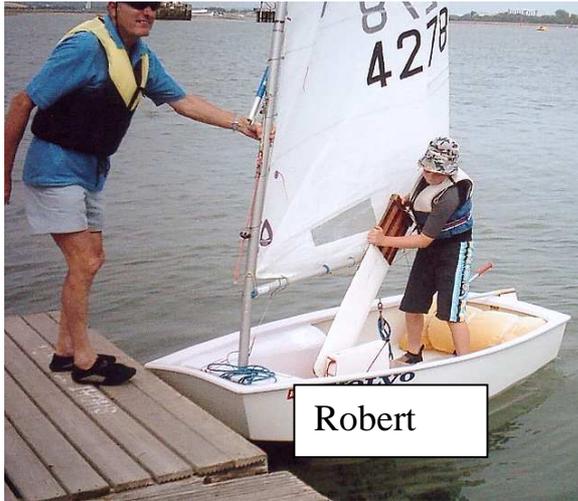


Two very young members learning how to row in the peanut dinghies during Junior Week.

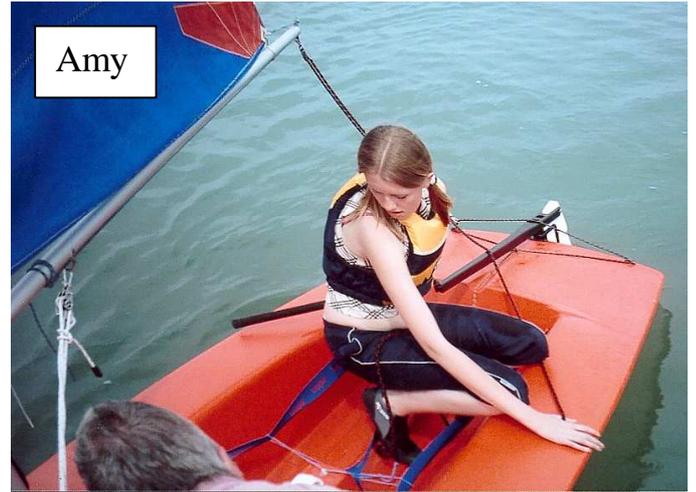


# Junior Spotlight

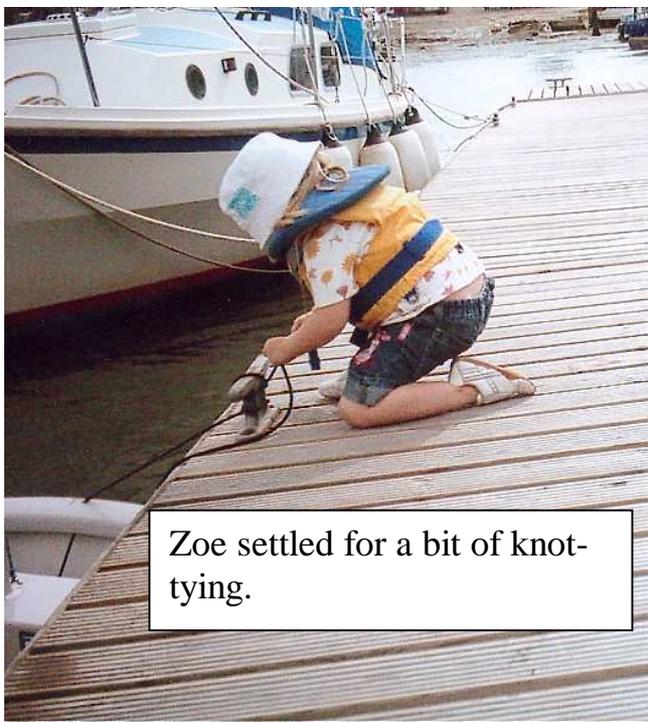
Three Junior Members attended the dinghy training session on Sunday June 11<sup>th</sup>. Here they are trying out solo sailing ; they are Amy Dyke, Robert Vine and Jack Jarrold. Jack's little sister was a bit too young to take part!



Robert

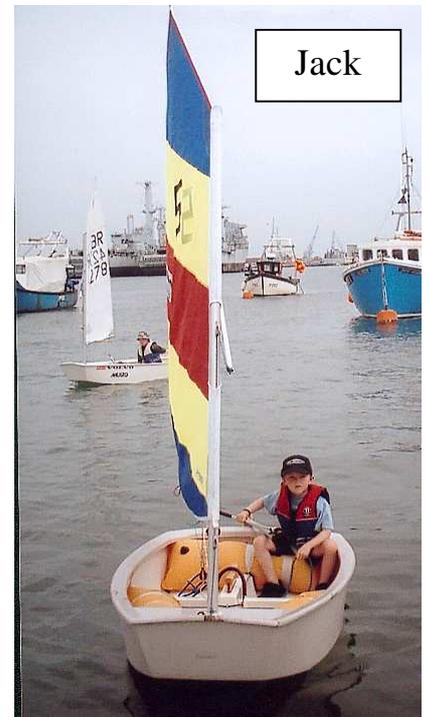


Amy



Zoe settled for a bit of knot-tying.

June 11<sup>th</sup> was a beautiful sunny day, ideal for novices to go out on their own. They did very well and had plenty of adult support.



Jack

Jo and Tom manned the safety boat and made sure the youngsters didn't sail too far away!

# Junior Week

August 7<sup>th</sup> – 11<sup>th</sup>

Once again the weather was pretty good for Junior Week. The first few days were really hot and sunny although the wind built up during the week. As usual, youngsters seem to be able to make the most of life irrespective of the weather and all seemed to have a really great time in the various activities on offer.

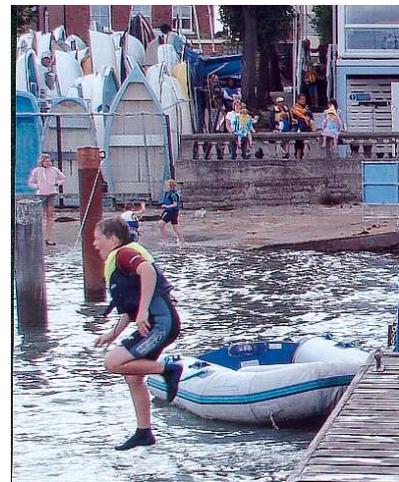


Swimming was obviously high on the agenda.....



while some enjoyed practising their rowing skills.....

and one person at least appears to have learnt how to walk on water!



Not quite sure how these two fit into the picture!

Or this one!



Among the highlights of the week were the trip out to Spinney Island in the dinghies and of course the trip across the Solent in the cruisers, this year to Wootton as it was a bit too blowy to make it up to Priory Bay.



## The Regatta



Dinghies of all makes and sizes competed against each other



morning and afternoon and provided some good entertainment. There are plenty of photographs in files in the club if you would like to see more

pictures!

It was fascinating watching the cruisers jostling for places at the start of their races and quite reassuring to be safely on a boat on its mooring!

The afternoon produced lots of water based activities in which children of all ages took place from the under fives to the over fifties. It was good to see non-members taking part as well.

Rubber duck racing proved to be very popular – especially for the spectators!



A good time was had by all and many thanks go to those who put in so much time and effort to produce a wonderful event.



## Hardway through the Years

### World War 2

Now we come to the Second World War and 'D' Day. This was one of the most interesting and enjoyable parts of my life, mainly because I was old enough to realise what was going on but not old enough to really take part. You were just a spectator and at that age you believe you are going to live forever. The first thing I remember about the war is sitting on my cousin's wife's knee and being told what a wonderful man Stalin was and what a dreadful person Hitler was. I don't remember any more until a lot of my friends were evacuated. For some reason I wasn't and when Grove Road School (now St. John's) closed for some time, I studied in the front room of 80, St. Thomas' Road with a teacher and about another dozen children.

After that things seemed to settle down a bit and memories become more frequent. The school reopened again and we were all issued with gas masks. How I hated the horrible rubbery smell when we had to put them on for practice. What an exciting thing it was to sleep in the tin air raid shelter in the back garden. It was just like camping. It's amazing but I can never remember being scared during all the air raids we had. I'm sure I would be now! The drill for a night raid would be as follows. On hearing the siren my mother would get me up and make a cup of tea. We would sit downstairs drinking it until we heard the bombers. I can still remember the sound today, a very deep throbbing roar, quite different to the sound of our planes. Then as soon as the guns started firing we knew it was time for the shelter. When the air raid began in earnest we used to wait for the big guns of the old French battleship 'Courbet', which was moored off the club, to begin firing. She used to open up with everything she had, at anything that moved. Somehow you felt that all the time she was firing you were safe. I believe she ended up as a breakwater for the Mulberry Harbour on 'D' Day. A sad but useful end for a great ship. In the morning on the way to school we used to have competitions amongst ourselves to see who could pick up the most pieces of shrapnel. A burned out incendiary bomb was a real prize, except for the night one came through the ceiling of my bedroom and set fire to a wardrobe of clothes. The smell of burning hung around for months. When we weren't at school our main entertainment was the RAF balloon barrage site, later an RAF air/sea rescue base, where George Kingsbury's factory now is in Priory Road and the Army gun sites at the bottom of Quay Lane. At both places you stood a good chance of a sweet or something extra to eat.

Later on as we grew up, another popular playground was at the bottom of Ham Lane, Elson, now known as Monk's Walk. In our day it was Bushy Field and we had to dodge the Alsatian dogs on Clement's farm. We went through the farm as it was far too muddy to walk along the shore there. This is now Quay Lane industrial estate. We used to play Cowboys and Indians, English and Germans and many other combinations beside the wartime pill boxes that are still there. Bushy Field was also a favourite place for courting couples and we used to have great fun rushing through the bushes and disturbing them.

Occasionally we would venture further up the shore towards Frater where it was heavily wooded. This was really exciting as it was Admiralty property and you stood a good chance of being chased by a marine policeman. A couple of lads were caught once. They were taken to the Frater Gate and had to walk all the way home. In the summer months the mud flats off Quay Lane were an ideal playground, being

composed of grey slippery mud, every kid's delight. We used to make slides down the banks of the creeks, some of which were about six feet deep, making slides about ten feet long. The mudlarks at Portsmouth had nothing on us.

**Bill Mansfield**



### **Syd Goodchild**

A few words to the memory of my friend Syd Goodchild who recently passed away. He was, I found, a quiet, unassuming man, not given to holding forth, but quietly listening to other people and giving an enlightened opinion on what was being discussed.

He was one of us 'Old Gits' who sat in the corner seat of the Clubhouse most Saturday lunchtimes having a quiet drink and generally putting the 'world' to rights. There were originally about six of us 'Old Gits'. I will not bother with their names because there are not many members now who would recognise their names anyway.

Syd owned a Westerly Griffin called 'Sandpiper' that he regularly sailed with his late wife and their family. I believe 'Sandpiper' is now in the capable hands of his son John and family.

Syd moved to Alton from his Gosport home in order to be near his daughter when his health began to fail. Before this he was a very active man who often rode his bicycle from his home in Alverstoke to the Club. Quite a fair distance for a man of eighty plus. He later took to coming in his car.

It was when he and I went to Bob Munden's funeral (incidentally one of us 'Old Gits') that he told me that he was in the Army during World War 2 and served in North Africa and later moved up to take part in the liberation of Italy. It also came out that he had risen to the rank of Captain before being demobbed and returning to Civvy Street. Syd, like many more, never spoke about his war experiences.

To the end, Syd was one of those people you could admire and be proud to have known, a true gentleman.

**Derek Gardner**

Several years ago, Jim (jnr) and I were lucky enough to sail to France with Syd and his wife Ed. We went to St. Vaast and Cherbourg. Syd was an extremely competent skipper and always knew exactly where we were at all times. He was a very generous man treating us to meals in posh restaurants. He was very good company with his ability to tell an interesting and usually humorous yarn.

At the beginning of this year, we went to visit Syd at his home in Alton. We knew he was a keen calligrapher but had no idea that this skill extended into wood carving and even into stonework, evidence of which abounded in his home.

He was certainly a talented and yet very modest man. It was a privilege to know him and we will retain fondest memories of him. He certainly was a real gentleman.

**Jim Seager (snr)**



Summer Days



## DINGHY STICKERS

If you have not received your dinghy sticker this year please contact the sailing committee.



# hardway plastering

PLASTERING • COVING • ARTEXING • RENDERING • FLOOR SCREEDING  
FIRE & FLOOD RESTORATION • INSURANCE APPROVED COMPANY • DECORATING

**TEL: 023 9235 1029 • MOB: 07850 065588**

info@hardwayplastering.co.uk | www.hardwayplastering.co.uk  
SEACREST, PRIORY ROAD, HARDWAY, HANTS, PO12 4LF.

**Contact Sailing Books**  
Hillhead Tel: 01329 668480

### HSC Regalia

Polo shirts	from £11.85
Sweatshirts	from £13.45
Ties multi-motif	£8
Ties single motif	£9
Badges metal	£3
Badges cloth	£2
Baseball caps	£5.50
Burgees	£11
Membership /house	
Flags	£11

A selection of the above items is at the back of the trophy display cabinet in the Club. All items available from the bar.

Rose Millerchip

**Summer Cruise 2006**  
**Hardway - Brittany Part One**

**Wednesday 5<sup>th</sup> July – Loading up**

We loaded the boat in readiness for the trip and Dave went to pick up Les. Once we had loaded his gear on, we moved on down to one of the R.N.S.A. buoys to make a 4.45 a.m. start the following morning. Other club members, Peter and Catherine Davis, whose boat is called 'Jay Mist', asked if they could join us to travel in company across to Cherbourg, to which we readily agreed.



**Thursday 6<sup>th</sup> July – Hardway – Yarmouth**

We all woke up in time to make our scheduled start, when 'Jay Mist' radioed to say that they had had second thoughts and were going to abort the trip as the weather did not look too good. We decided that we would make a start and see how we progressed. The wind was WSW, vis poor and sea state slight to moderate. We continued on until we were about a mile from Nab Tower and turned our heading to Cherbourg. We all decided that this was not the day for going, (we have come back in thick fog before and it is certainly no picnic). We had a few days spare before we were to meet up with 'Razzle Dazzle' which was coming up from Dartmouth on the Saturday. Unfortunately the other boats also coming had to drop out with family or work commitments so there would be just the two boats.

We made a decision to go on down the Solent to Yarmouth and make another attempt the next morning but go from the Needles Channel.

We enjoyed our overnight stay in Yarmouth and had a most enjoyable meal in the Wheatsheaf.

**Distance covered 36.5nm – time taken 5hrs.40mins.**

**Friday 7<sup>th</sup> July – Yarmouth – Cherbourg**

Moved off pontoon at 7.00 a.m. to catch the tide through the Needles Gate. The wind had changed to Westerly. Yipee! We actually managed to turn off the engine and sailed for 4 hours. We encountered no problems, sea state was slight and as usual before long the wind changed direction so we motored over to Cherbourg. We were now back on schedule with plenty of time to rendezvous with R.D. and crew.

We ate on board and strolled around the town. Les took us to some of the places he visited whilst he was working there some years previously.

**Distance covered 68.5 nm – time taken 12hrs. 15mins.**

**Saturday 8<sup>th</sup> July – Cherbourg – St. Peter Port**

Left pontoon to catch the tidal stream to take us down the Alderney Race and on to St. Peter Port. We made good progress taking 2 hours to reach Cap de la Hague and, having the tide with us, we shot down the Race although not quite as quickly as previously as it was neap tides.

As last year I said to Dave, "Shall I call up R.D. to see what headway they have made?" and once again we were greatly surprised to hear that they were not too far behind us, being about 3 hours away from Platte Fougere, the light house on the northern tip of Guernsey.

We made our approach down the Little Russel and as we were going to have to wait on the waiting pontoon we thought it was a good idea to take the opportunity to

refuel. It meant we only had to wait a short while before we were able to go over the sill into the marina. As we were going in we heard a voice calling us. It was Paula who had flown over from Gatwick and was waiting to join Mike and Brian with Pam (who was also flying but from Birmingham). Once we tied up Paula joined us and we enjoyed a nice cup of tea and then Pam joined us and it was no too long before R.D. tied up alongside us. We had a very pleasant Happy Hour on 'Razzle Dazzle', ate on board and went for a stroll around the town.

**Distance covered 45nm – time taken 6hrs 30mins.**

### **Sunday 9<sup>th</sup> July – Rest day**

Dave, Les and I walked to Fermain Bay. Boy, was it hot! Not sure how many miles but it is all up and down, a lot of steps and was it great to be able to get a well earned drink from the beach restaurant. 'Razzle Dazzle' and crew took the opportunity to go sight seeing on one of the local buses as the fares are very, very cheap. In the evening, after Happy Hour on board 'Symphony' we enjoyed a very nice carvery at the Moores Hotel and then finished off with cheese and port on R.D.

### **Monday 10<sup>th</sup> July – St. Peter Port – Isle de Brehat**

Left marina at 8.30a.m. to catch the tide to Brittany coast. The sea was flat, the sky cloudy so we motored all the way. After negotiating the channel we dropped anchor in La Corderie (there are some visitors' buoys now in the entrance but they were all used up). What a most beautiful place this is. The weather was now picking up and the sun came out so we ate on board. Got out the dingy and went across to R.D. to chat about the next day.

**Distance covered 45nm – time taken 7hrs 55 mins.**

### **Tuesday 11<sup>th</sup> July – Rest day in Isle de Brehat**

Went ashore in the dinghy. It was a beautiful day and getting hot. As we had been twice before, after visiting the chapel and having a drink at Bellevue Hotel, Dave went back to the boat to do some jobs whilst the boat had dried out. Les had never been before so we carried on walking around the island. Pam and I took the opportunity to buy some postcards and write them and send them off. By the time we got to the village it was lunchtime so we all bought the biggest baguette you could imagine at 15inches long. (This was called a French sandwich). We sat on a wall and enjoyed our lunch break. We walked to the local beach which was pretty busy by now, sat for a while, went shopping and returned to the dinghies. By this time the tide was back in. We were a bit concerned as a small yacht had dropped anchor very close but we thought we would keep a watchful eye and see what would happen as the tide turned later. Dave and Les were not happy with the situation so we upped anchor and moved on to a, by now, empty visitors' buoy so that we could have a decent night's sleep without worrying too much. Next morning along comes a young teenager to collect the dues of 5euros and he took the rubbish away too. Wow! That would never happen in England. And can you beat that price?

### **Wednesday 12th July – Isle de Brehat – Saint Quay Portrieux**

Another beautiful day so lazed on the boat. R.D. came and tied alongside whilst we were waiting for the tide to take us on our journey after much discussion on deciding the best route to Saint Quay. We had a very pleasant trip along to Saint Quay taking less than 2 hours. We went into the marina where the staff was extremely helpful. The berthing guy's name is Trevor who is English and actually comes from Ealing, the

area where Dave and I were brought up many years ago. We each had a finger berth so were able to plug into the electricity and refill the water tanks- very nice facilities. Had a quick drink and then off to one of the marina restaurants where we all enjoyed a buffet meal.

**Distance covered 18nm – time taken 1hr 50 mins.**

### **Thursday 13<sup>th</sup> July – Rest Day**

Trevor came alongside the next morning to tell us that some strong winds were forecast for the next 2 days so it would be advisable to stay put and put on extra spring lines. Also there was going to be a grand firework display that night in readiness for Bastille Day. We all agreed to stay.

Dave, Les and I started the day with a cliff top walk to St.Quay where we saw a Carousel. It was wonderfully decorated, built in 1900. We then bought another French sandwich and sat on the steps where the R.D. crew joined us. We all went on to the supermarket to top up with provisions. Happy Hour on ‘Symphony’ that night and another meal on board with Dave and Les cooking.

Everyone went off to see the firework display, which was pretty spectacular with a perfect viewing point from the marina. And so to bed.

**Jean Bannister  
‘Symphony’**

### **From the Working Party Secretary**

#### **Disposing of Antifouling**



Thank you to **most** of you for removing your antifouling tins, trays, rollers etc. To the people who think that under the fire escape steps, to the rear of the mast shed or anywhere around the compound constitutes removing the above mentioned items, **it does not!**

Please remove any antifouling items used at the club as the club is not able to dispose of them.



### **September Working Party**



As you may have noticed the pontoons are in need of a lot of maintenance. Please arrive prepared to work on the pontoons. Tools needed are saws, hammers, battery drills and warm/waterproof clothing. Let’s just hope the weather will be kind to us!

**Ray and Wendy Smith**

## MORE NAUTICAL EXPRESSIONS

### Slush Fund

This used to be the legitimate perks of ships' cooks. "Slush" was the name of the watery mix of brine and fat found on the surface of the barrels of preserved meat. It was used for lubricating rigging and waterproofing leather fittings. The cook also sold it ashore to candle makers and purveyors of fish and chips!!

### Washout

The term "washout", meaning a "cancellation", comes from the days when it was the practice in the R.N. to record incoming messages by writing them on a slate. When they were no longer needed, the slate was wiped clean making the message a "washout"

### Money For Old Rope

Miles of old and redundant cordage used to be sold by ship owners to dockside traders who recycled the rigging and running gear that came from the shipyards. It was when the proceeds of these sales were shared amongst the crew, who had not had to do anything to get it, that the term "money for old rope" became a euphemism for easily acquired cash.

### Skipper

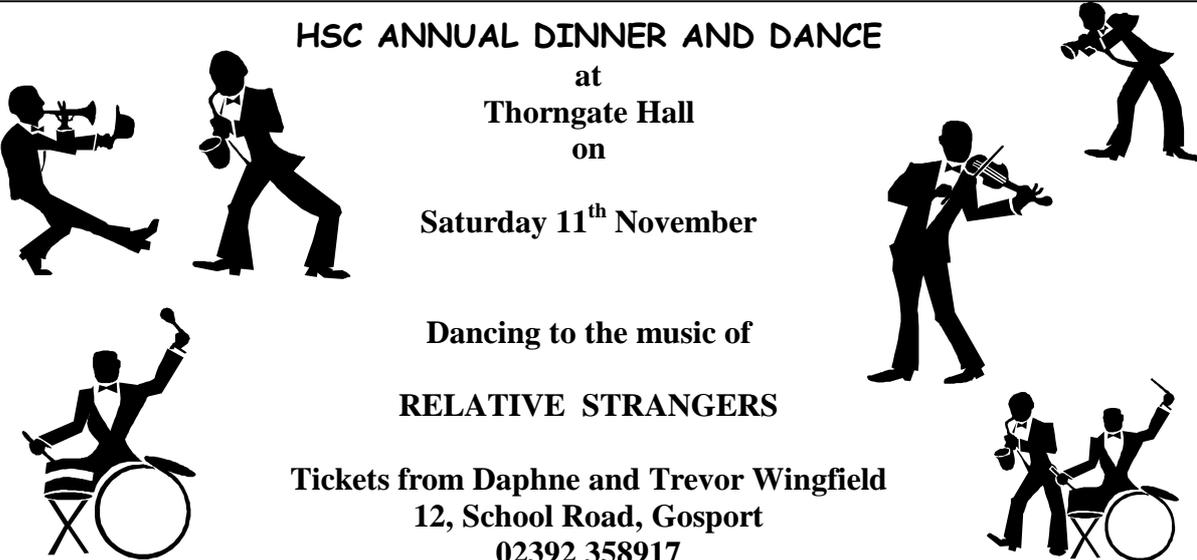
We commonly use this word not only referring informally to the captain of a ship since the fourteenth century, but also to the captain of a side in sport and more latterly, the commander of an aircraft. It is surprising to find that the English word originated from the Dutch word "schipper" which stems from "schip" meaning "ship".

Contributed by Shirley Wallace

**HSC ANNUAL DINNER AND DANCE**  
 at  
**Thorngate Hall**  
 on  
**Saturday 11<sup>th</sup> November**

**Dancing to the music of**  
**RELATIVE STRANGERS**

**Tickets from Daphne and Trevor Wingfield**  
**12, School Road, Gosport**  
**02392 358917**



## Towards the Azores - Final part of Fi and Dave's log of Summer 2005

We had a great time in the Azores, sailing to Horta on Faial then catching ferries to Pico and Sao Jorge. We hired a car a couple of times and hitched lifts (it's the accepted way of getting about the islands) so managed to tour all the islands we visited. Hydrangea bushes are literally everywhere, lining the roads and fields.

Volcanic activity is evident with bubbling muddy pools at the roadside where Bill and Dave hard boiled eggs for lunch. (See last magazine for photo!) The islands are covered in lush vegetation with beautiful lakes filling the volcanic craters, clean but grey sandy beaches, vineyards (45p for half a pint of the best sparkling white wine ever tasted!) and small herds of cattle.

Their cheese is delicious but Azorean food isn't very adventurous at all - still, I

wasn't worried because they served salad and chips just about anywhere. We painted the wall at Horta as tradition dictates (see photo). There was no way we were going to risk any more bad luck after running out of diesel on the way there and apparently it's a case of living to regret it if you don't add your boat's mark to the wall. Dick and Rose Millerchip had painted their offering about 100 yards away and we saw another Hardway burgee alongside a boat name we didn't recognise - if anyone knows whose it is please let us know!

After more than three weeks on the islands, we were joined by Hugo and Bill and Liz decided



to forfeit their plane tickets and sail home with us too, making 5 on board for the return passage (see crew photo outside the famous Café Sport in Horta). With an unidentified engine problem we had decided to miss out Southern Ireland this trip and play safe and head for the West Country.

The trip took 13 days with weather ranging from being becalmed to gales and heavy swell. We formed the MAD club (Mid Atlantic Dunkers) Club on day 2 when we were all completely becalmed. Liz would only go in the water once we'd convinced her it was only 6ft deep and we were all amazed at how warm it was.

As well as dolphins, we had quite a few sightings of whales. Dave had been wanting to shout "There she blows!" since we left the UK and finally he had his moment when a humungous blue whale leapt out of the water. We watched it jumping for a while until it faded into the distance. On another occasion I was on the helm at midnight, having just taken over from Bill and Liz, when I heard this massive whooshing noise right on our starboard side. Bill and Liz heard it too and came rushing back on deck. We couldn't see the whale but it either swam under or around the boat because we then heard it twice on our port side. Bill and Liz could see me from their bunk and apparently my head looked like it was revolving like a lighthouse lamp looking for more whales, so from then on I was "Lighthouse Lil".

Unfortunately, after a few days the Navtex packed up (okay, I broke it) so I resorted to calling up any passing ship we were in sight of. On day 9 the barometer started falling and we sailed with three reefs and the storm jib through the night. The next day the wind had dropped so we shook out the reefs and put the Solent jib up but reefed again for the night as the barometer continued to fall with increasing speed and the forecast from a passing ship was SW

### Message from Fiona (Syrinx)

The sun's shining in London (June 16<sup>th</sup>) but it doesn't make it any easier. In fact it's worse because we're missing home even more, but we're holding on to the fact that it'll be really worth lasting out the two years to give us so much more freedom in the long run. Besides I'd rather be up here with Dave than worrying about him back at home. We're determined to make the most of our time here. (We wouldn't normally have the National Gallery on our list for a rainy Saturday afternoon back in Gosport for example!

If you like all things nautical and natural, you may want to take a look at the website of some friends who produce amazing driftwood-framed mirrors and other stuff. They'll also be happy to make a unique frame for your boat (or any other subject for that matter!). You'll find them at:-

[www.driftwoodframes.moonfruit.com](http://www.driftwoodframes.moonfruit.com)

18

l we were just a day from  
ve-to to allow us all to  
amazing sight watching  
uring these strong winds.  
eir state of mind ....)  
. It seemed to take an age  
e a boat secure and  
nking (yes, we really did

We spent a quiet few days  
an engine that wasn't

up the far before heading back to the town to meet the Pagabonds, Rog and Vic. With  
sounding too sweet, we decided to do large hops along the coast calling at Salcombe, Dartmouth, Weymouth and  
Cowes and then on to Hardway.

After 3,500 miles as the crow flies, and 28 ports, it was nice to be back amongst our friends at Hardway.

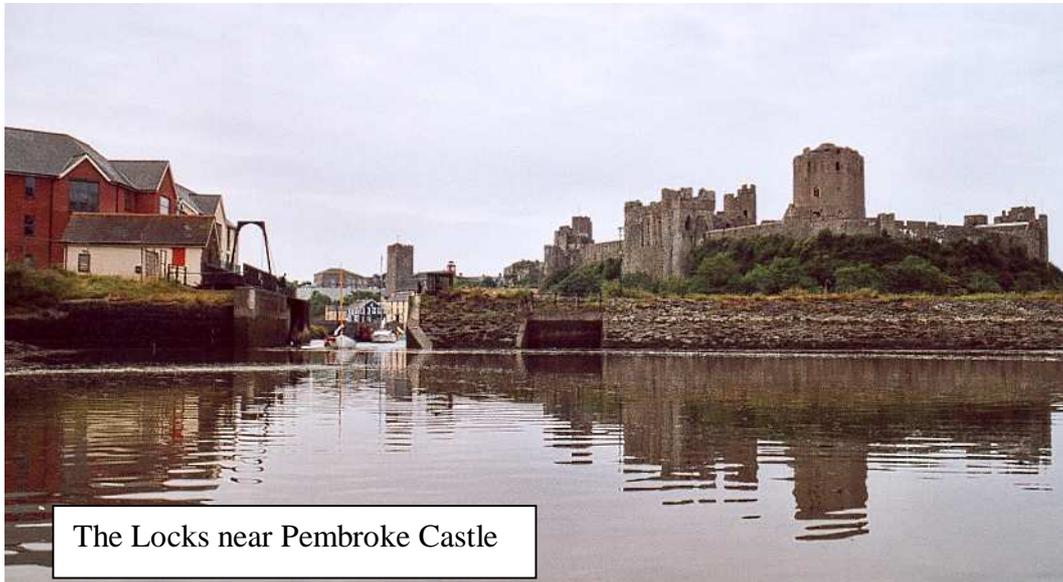
**Dave Dog and Fi  
Syrinx**

## Under Age Drinking

The bar secretary has recently received an anonymous letter suggesting that underage drinking has been occurring in the club and hinting that this matter could be referred to the Police. Obviously these claims cannot be substantiated if the names of the alleged offenders are withheld or if the complainant is unwilling to divulge his/her name.

**Please ensure that you are not allowing youngsters in your care to drink alcohol while under age.**

## ‘Seafair Haven’



The Locks near Pembroke Castle

This event, believed to be the first of its kind in the UK, took place in and around Milford Haven. Funds were available from the EU as part of a joint venture between Wales, France and the Republic of Ireland. This meant there were lots of free BBQs, good support with marshals ensuring people arrived in the right place, camping facilities with 24 hour security guards, buses taking people from campsite to various venues, a free bottle of wine on arrival and a lot more.

The next event will be in 2008 and is likely to be even better because of what has been learnt from this one.



There is no doubt that the gigs were the stars of the show, not only sailing or rowing, but one had a bagpiper to beat the time for the oars and another had a concertina. There was a lot of singing in a language that I could not understand. It may have been Breton, Welsh or Irish and it certainly helped to create a good atmosphere.

The Breton lot actually displaced the rock band at one of the barbecues and sang a lot of sea chanteys in Breton or French. I thought it was much better entertainment than the rock band even though I couldn't understand what they were saying!



**Some of the gigs taking part.**



**An unusual visitor to the event.**

On a different tack, the Old Gaffers small boat race is due to start from HSC on Saturday September 2<sup>nd</sup>. \* The boats will then move on to Clarence Yard where the bigger boats will also end up after a race from Cowes. I am dog minding that weekend but I will be at the club on Saturday and may be able to race with them depending on the start time.

**Roy Rolf**

\*I will try to get this magazine out in time for you to know about this event but if that proves impossible at least you will know what it was all about!

### The Oilskin Chef



Hope you have tried the first two recipes and enjoyed them. Now let's try **All-in-one Spicy Prawns**.

Ingredients:- 1 small onion, 2 sticks celery, 4 small green chillies, 1lb cooked, peeled prawns, 2 tbsps sunflower oil, can chopped tomatoes, ½ teaspoon dried thyme, 1 tsp muscavado sugar, 2-3 drops Tabasco sauce, rice.

As this is a quick dish to prepare, start the rice first and then

1. Peel and finely chop the onion, trim and slice celery, remove seeds from chillies and chop, add to heated oil in a saucepan and cook over low heat until soft.
2. Stir in tomatoes, thyme and sugar and bring to the boil, reduce the heat and simmer for 5 minutes until thickened slightly.
3. Using a pointed knife remove dark vein in body of prawn then add to the sauce, cooking gently until prawns change from white to an opaque pinkish colour. Stir in Tabasco and serve immediately on a bed of rice.

Now for those of you with an oven here is:-**Tuna Fish Crumble**.

Ingredients:- 7oz tin tuna or salmon, 10oz tin condensed mushroom soup thinned with milk, packet plain crisps, 7oz tin mushrooms, 4 tbsps dried mashed potatoes.

Mix together drained fish and soup. Crush the crisps and mix with the sliced mushrooms into the fish mix. Mix the mash with a touch of cheese and spoon the mixture on top. Bake in a pre-heated moderate oven for about 20 minutes.  
Bon Appetit!

**Peter Wright**



Is this the latest in multi keels or is 'Tempera' preparing to walk away?

### **Never Believe the Weather Forecast !**



Friday 21<sup>st</sup> July and the weather looked set fair for several days, so off we set in my 19ft Hunter Europa 'Up Spirits' for what was planned, a first through Hurst since 2002.

Not much wind but an ebb tide takes us to Newtown for our first night. Enough water in Starfleet Creek so a row up to the Quay and a walk to the New Inn was a must. Again the evening forecast was for fair weather and sea breezes. Next morning the same but

with no wind. It was engine on as far as Hurst to make the most of the ebb again. Around North Head at 10.00 and the first whisper of a southerly to help us across. Blue skies all around. Perfect!

I should have realised earlier, but the low rumblings out to the west, I guessed, were firing on the Lulworth Range. (Hadn't checked that bit on the radio.) Hengistbury Head and still blue skies. Can't be bad. More rumblings and a darkening sky and I fear the worst. 12 midday and we are about a mile off Boscombe Pier. We feel the wind rising. Now, with my crew on the tiller, I have to get the genoa down double quick! Hooked on and forward, I try to stow it in the anchor well. The seas are looking angry now and I ship them green as Ivy tries to hold the boat head to wind. Gusts to 40 knots were reported – that bit was right. Back on the tiller I hang on as Ivy gets below just before the heavens open. The vis has gone completely by now and we are all alone. Lightning and thunder are crashing almost simultaneously. The main flaps. The stowed Genoa comes adrift and streams in the water, the rigging shakes and rattles like I have never experienced before. I call to Ivy, more in hope than authority, "It won't last long. We've just got to hang on." Then to myself, "If the boat can stand it, we'll pull through. If not....." We both said a prayer.

There's light in the sky ahead. Is this what we're hoping for? Still the rigging shakes and I fear the worst. Rain batters down, the like of which I can't remember. Ivy makes encouraging noises below!

"Not long now," I call as the first blue sky appears together with the Bournemouth skyline and Old Harry. Lightning and thunder still crash close together, but now away overland. Our prayers had been answered. We had survived!

As the seas came up, so they subsided. "Put the kettle on," I ordered from the cockpit and, much relieved, we enjoyed a cup of tea. I put the engine on and we continued into Studland.

The rest of the cruise was something of an anticlimax: tales from sailors around us of how they survived; dramatic pictures in the newspapers of the 'freak' thunderstorm on Bournemouth beach; news of a busy day for the RNLI and the Air/Sea Rescue helicopter. Then next to no wind for the rest of the cruise into Poole Harbour, Christchurch and Yarmouth.

The genoa had been torn as it was dragged under the keel. It will be replaced by a furling jib like 95% of all other yachts around! The rest of 'Up Spirits' seems unscathed, much the same as Ivy and Phil who are busy planning their next cruise!



**Ivy and Phil, 'Up Spirits'**

**We Look Through Glass**

**The constant motion of water  
Under moon and lights of piers  
Are visual echoes  
Between contrasting darknesses  
Of harbour sea.**

**We look through glass  
And meditate on oceans under stars  
And refuse all notions of storms and squalls  
That could drag us down.  
Devouring one by one  
Our whole ephemeral human kind.**

**Land-locked sailors we sit in harbour pubs  
And talk swish swashy chat beneath  
Nets and oars and unused lobster pots  
Daring no more than rolling to the bar.  
My moon-lake waters hearts will only break  
To humdrum voices and tinkling glasses  
Where false eyelashes flutter in rank breezes  
Of stifling sentimentality.**

**We'll not brave the ocean to know how  
To dare, or kick our pampered mongrel out of doors;  
But through double glazing watch the sea  
Unsalted and unwetted become no more  
Than a picture window to sit before  
While talking of navigation by the stars.**

**Harry Haines**

**The next magazine will be the Christmas Edition! In order to deliver it to you during the first week in December, I really need to have articles etc. in good time. The deadline for this edition will be November 21<sup>st</sup>. I am always very grateful to those people who contribute on a regular basis. Without them there would be no magazine. What about some contributions from others however? No article has to be long. A simple bit of information about where you**

**have been sailing, or anything you think other sailors might find interesting would be great. It would also be interesting to hear from new members and of course from some of the Juniors. Please give it some thought and let me know what you would like from your magazine.**

**Thank you**

**Irene Seager**

**53, Meadow Walk, Gosport, PO130YN**

**01329 313672**