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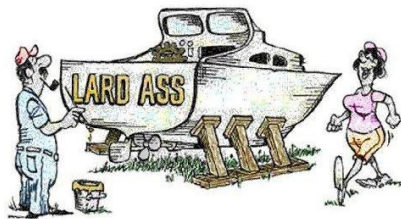
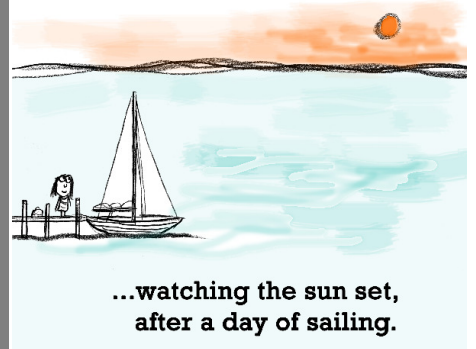
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The official newsletter of the
Fareham Sailing & Motor Boat Club
November 2014



HAPPINESS IS



"Did you name it after me,
like you said you would?"

Twenty Years from now
you will be more disappointed
by the things that you didn't do
than by the ones you did do,
so throw off the bowlines,
sail away from safe harbor,
catch the trade winds in your sails.
Explore, Dream, Discover.
-Mark Twain

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Editorial

I have just taken over as editor of the newsletter. Dee started it a couple of months ago under the banner 'Close Quarters' and we have decided to keep that title.

For those of you who don't know me, I am often to be found pottering about on the boat 'Macavity', or cooking in the galley, propping up the bar with a beer or a wine or, lately, organising the berthing and reception for ten French boats their crews. In future I may be spotted twisting arms, bullying fellow club-members and torturing them into submission until they cough up an article for inclusion in the next issue.

Enough of me! This is your newsletter! So, if you have any snippet of news, a report on a club event, memories of your summer cruise or any item of interest then I would be happy to hear from you. My plan is to include a regular 'Commodore's Comments' column, occasional updates from various committee members, reports on any club events and a page for 'Forthcoming Events' so no excuses for not knowing what is going on at your club, either on the water or in the clubhouse. If there is any other topic that you think should be included do let me know.

To be issued monthly, it will be available on the website for you to download at your leisure but you will be alerted by email whenever a new edition is released. Hopefully, this will just be a prompt with a hyperlink so you can download it at your convenience or even in your convenience if that is where you do your serious reading. (Sorry for the 'toilet humour'.) If you know anyone who doesn't get club emails then do alert them to this fact.

Also, some printed versions of the current newsletter will be available in the clubhouse for perusal by members with no access to the internet.

I hope you enjoy reading it.

Gaynor Parker—Editor.

Commodore's Comments

It was wonderful to welcome visitors from Carentan and FSMBC really pushed the boat out to put on a splendid evening – fuller details under sailing. I'd like to personally thank the leading folks for this, Gaynor & David Parker, Les & Karen Knowles, David

Ardon & son – what a very positive effort in such short time, the Club at its very best – well done.

The new Club administration system – Medusa – is moving along nicely thanks to the co-ordination of tasks headed up by Alan Stewart Vice Commodore. The system brings together databases used by different Administrators so that details need only be updated once rather than the many different areas we have at present. Richard Filer, Ian Plummer, Charlie Coxwell, Alan Stewart and Alan Labrum have been instrumental working hard in the background on behalf of all Club Members and have dedicated many hours which is just phenomenal, thank you.

Dinner Dance tickets are going well so be sure not to miss out on this splendid evening at Lysses, tickets available from our Social Ladies Shirley Rosser and Laurie Hazlewood.

A formal presentation to the OYTS will be made on November 21st at 20.30 for monies raised for this great Charity in 2014. Gaynor Parker is doing a light supper so please come along and join in with the fun.

Our AGM is 16th November and big thanks go to the following Committee members who are standing down after making considerable contributions to the Club. Shirley and Laurie for House and Social, Corky for getting the bar shipshape, Pat who has looked after moorings so well, Kev who has been acting Secretary for the last year, Tony Blair for his tireless efforts on improving our Club as Acting Bosun, David Gray for support given to Committee matters, Lorraine Renshaw for keeping a tight control on our finances and Nina Coxwell for all her hard work with Locks Yard and supporting Committee matters. Well done, everyone, you have shown splendid Club Member spirit and FSMBC is enriched as a result, thank you. If you want to make a difference in how the Club is run, please let existing Committee members know as soon as possible for your names to be forwarded for possible election. Papers for the AGM will be available soon for you so watch this space.

The Club will be open for an hour after the AGM, think we may all need a stiff drink by then!

Cheers

Dee

Forthcoming Events

Annual General Meeting Sunday 16th November

At: The Masonic Hall
34 Queen's Rd, Fareham
Time: Lunch starts 12:30
Meeting starts 13:00
The club will be open for an hour after the meeting finishes

November 21st
Presentation of monies raised to
Ocean Youth Trust South

Bar open at 19:30 hrs
Presentation at 20:00 hrs
Buffet Supper
£2.50
Come & show your support

Clubhouse Talks Flood Prevention

A presentation by James Addicott
Coastal Project Engineer with
Eastern Solent Coastal Partnership
Friday Dec 12th at 19:45hrs
All welcome
Price £2.50 to include
buffet supper

Dinner Dance
and prize giving on
Sat 15th November at
Lysses House fareham
Tickets £35.00
From the social ladies
(Shirley Rosser & Laurie Hazlewood)



Halloween & Bonfire

Night combined party October 31st

Prizes or best fancy dress
Tickets £7.00 from the
Social Ladies,

(Shirley Rosser & Laurie Hazlewood)

Jacket potatoes with either chilli or
cheeses and a light
pudding included.



Doreen Clark is celebrating her
birthday on
22nd November
in the Club
American Supper
Everyone welcome

Remember Christmas is coming.
Dates for your December Diary:-
Children's Party Sat. 6th December
Names required by 20th November

Christmas Jolly Sat. 13th Dec

Xmas Draw & Carols Sunday 21st Dec



The news from the blunt end by our current acting Bosun, Tony Blair

Well, "That was the year that was". A little headway but as my old school reports frequently stated " Could do better"

First and foremost, my undying thanks to all of you with the vision to see the point.

As members of FSMBC we are all privileged to enjoy the benefits of our club which, as with any vehicle needs service, repairs, maintenance and, if funds allow the want, enhancement.

Greater brains than mine control the finger on the financial pulse but if we didn't have the work scheme we would soon come a cropper!

I'm not going to bore you with what we have achieved or frighten you with what is ahead - take a good look around you, what do you see?

Being of a certain age I am not convinced the current methods of communication reach all the parts that need refreshing. I shudder at the thought of some of the modern systems so I live in hope the news letter will be the answer to our prayers. (*I hope so too! Ed.*)

There are those who got the message, a very few who chose to ignore it, maybe a few who didn't understand it and others who didn't receive it or are new members.

The message concerned a trial alteration to the maintenance program which, I hope, we may run for a second year.

The principle, it was hoped, would make it more user friendly by encouraging more flexible timing and working with a little less than continuous support from me.

A). Any person or group on the Rota for a specific first Saturday in a month could trade it in, well in advance, for an equivalent number of hours at a time to suit themselves. (As and when)

B). Those Rota persons who feel able to offer a few more hours and people from other duty streams who fancy getting involved for a short time extra to their other duties.

C). Small or medium groups taking on projects within their capability (maybe similar to the "shed clubs" springing up on allotments). Working together can be one of the best way to make new friends.

During this current year we have established some activity in all the above, however fragile, and obviously the Bosun or an assistant needs to plan, procure, organise and support the activity.

If all goes to plan we may have a nice new shiny Elected Bosun for 2015 and I will be pleased to act as 1st or 2nd assistant and delighted to be 3rd.

I find it difficult not to get physically involved and lead the work but having recently lost a head butting match with Percy the Pallet Truck maybe it is time to act at least the major part of my age and pick up a few softie projects e.g. a purge on Salterns dangly electric cables.

It is difficult to believe that each and every member hasn't got some degree of pride in the club, it's facilities and the way it is presented to ourselves and visitors but often you can see empty glasses abandoned on the tables, a selection of rubbish from a mass of cigarette butts to food packaging and other fouling within and around the various sites. Why would anybody expect a fellow member to clean up after them, their friends or their pets?

I invite your comments and positive suggestions as to how we might combat this antisocial trait.

If you are inclined to make contact with the Bosun please could you drop a note in the envelope in the letter rack facing you as you enter through the front door.

We look forward to growing the teams and by so doing keeping the involvement by individuals to a minimum.

The French Invasion

I can't remember whether it was Les Knowles or myself who, in the CCC clubroom over in Carentan last June, made the observation that it had been many years since any of their club members had sailed over to Fareham. They claimed that only a few members - two maybe three boats ever did any cross-channel cruises these days. However, they would think about it and let us know.

Therefore, it was a pleasant surprise when, early in September I got an email asking if four CCC boats could visit Fareham on Saturday 27th September. After a quick discussion with our commodore, who agreed it was a great idea, I sent a reply in pigeon French telling them they would be welcome.

Fast forward 2 weeks and another email arrives in my inbox informing me that 11 boats are interested in the trip. Would that be ok?

Did I panic? Just a bit!

Everyone I spoke to seemed to think it was great.

Time was short!

What would we do with them?

Where would we put them?

The pontoon master, Richard Filer was consulted to see how many we could berth at Salterns.

Urgent enquires followed by email enquiring about their length, draughts and air draughts. Have you ever wondered what the French for 'air draught' is?

We ascertain that 4 boats have masts too high to go under the wires. Anchoring is an option but it is spring tides and some have deep draughts. We try the Civil Service Sailing Association but it is against their constitution. We try the RNSA. They were more sympathetic but had no spaces. However, Scott Waddington of Wicormarine was very helpful and found spaces on their pontoon at a discounted price. Our longshoreman Richard Kipps promised us a boat and outboard to taxi between there and the club.

Another email from a contact in Carentan told me that the boats were due to leave Carentan on Thursday 25th September for Cherbourg then onto Yarmouth on the 26th and were due in Fareham on the 27th.

By pure chance, Les Knowles was sailing the Solent in his boat Mistral so was persuaded to be at Yarmouth to receive them. We had tracked a couple of the boats with AIS as they approached Hurst Narrows and we then informed Les by text. He then informed the harbour office at Yarmouth who could get prepared for them and berth them all together on the same pontoon. They were impressed!

Meanwhile, back at Fareham plans were being made. David Ardon had volunteered to man the BBQ and was busy skewering marinated meats and vegetables. It cost him a bottle of best wine to arm-twist his wife into assisting him. I was busy prepping salads but nothing could persuade my husband to assist. Our own Fareham Creekers were drumming up band members to perform on Saturday evening. All was going to plan! Saturday dawned and the weather was sunny. The boats arrived on time having alerted us by phone from the bottom of the harbour. My husband David was sent to greet the four boats berthing at Wicor as I grabbed volunteers to assist boats berthing at Salterns. Lots of greeting, kissing of cheeks, conversations in Franglais and all seemed to be well. A trip in the car for petrol for one of them, others directed to the shops and instructions on how to get WiFi at the club seemed to be all that was required.

By 18:00hrs the clubhouse was heaving! David Ardon and his son Tom were at the BBQ cooking awesome skewers. Les was in charge of 'Meeting & Greeting' as he speaks French while his wife Karen was in charge of washing, preparing & baking potatoes and helping me with the salads, bread, plates, cutlery etc. John Riley and Gloria had volunteered to man the bar until the duty barpersons Jan & Malcolm Wild took over. In fact the bar was so busy that they took turns. Gloria, Karen & myself were busy washing up until we were dragged out of the galley for speeches and presentations. Our Commodore Dee was presented with a bouquet. Gifts of cider and calvados appeared and Les was called upon again to translate.

Entente Cordiale was at it's best. The Fareham Creekers were in good voice and set the mood for the rest of the evening. Our French guests were astounded that we had so many talented musicians in the club but retaliated with a rendering of the French song 'Alouette' to finish the night off. What a fantastic night!

Sunday dawned and some French boats had already left. They had work on Monday. Others left later in the day and the boats at Wicor were getting ready to depart early afternoon.

They said what a good time they had and asked when Fareham were going to visit them. Are you up for it?



On Sunday the 21st of September Fareham Sailing and Motor Boat Club took part in Bart's Bash. In May last year Andrew 'Bart' Simpson was killed training for the Americas Cup in San Francisco Bay.

A charity in memory of Andrew - the Andrew Simpson Sailing Foundation - was set up by Sir Ben Ainslie, Ian Percy OBE and Andrew's wife Leah to honour Andrews life and legacy and also to inspire the next generation through the use of sailing, to help young people to develop the personal skills to succeed in life and improve access to jobs and careers in the maritime sector.

The basis of the idea came from a sailing journalist who wrote in Yachts and Yachting about organising a simultaneous club sailing race across the whole country. Most clubs have a race on Sunday morning with all sorts of different boats racing so there had to be a way of organising a national event.

This idea stuck in the mind of Tony Bishop who knew Andrew from Optimist racing. He wanted to get involved so he sent in a pitch explaining that the objective of his idea 'Bart's Bash' was to set a new Guinness World Record for 'The Largest Sailing Race in the World' by holding a massive sailing event, which is fun, and to raise money for the Andrew Simpson Sailing Foundation.

So, early in the year, the first version of Bart's Bash website appeared on the internet, I registered Fareham Sailing Club with the website and signed up to race. Very soon this event changed from a British sailing event to a world wide event, Andrew was so well known and respected throughout the world that sailing clubs all over the world wanted to take part from North and South America, Africa, Asia, Australia, China and Europe.

Cruiser racers and windsurfer racers wanted to join the dinghy sailors and take part.

The event was endorsed by some of the worlds best sailors, Jimmy Spithill, Robert Scheidt, Paul Cayard and Loïck Peyron to name a few.

To produce a result and a winner (not announced at the moment) the event organiser (me) had to set a course of at least 1 kilometre measured by GPS and the race had to be at least 15 minutes long. Unfortunately for Fareham Sailing Club, Guinness book of Records also required at least twenty five boats to finish the race for inclusion in a world record attempt. Each type of boat which took part was allocated a 'Bar't Number' as a handicap figure. Each boats race time was taken at the finish of the race and adjusted by the handicap figure to produce the end result.

On the day itself three Luggers took part, John Herbert, Nick Howe and me.

Dave Hardy sailed his Portchester Duck, (not much of a problem sorting out a handicap there then!) and Dave Hill from the scouts sailed his Wanderer.

David Gray also had a group of scouts taking part - Charlie Debnam, Paul Casiaro and Cindy Gao. These intrepid sailors where taking part in there first race.

The novice crews sailed a course starting near to Cams Mill down to the club finish line and the rest sailed the usual triangular course in a very gusty northerly wind. After some very demanding racing Dave Hardy came first in our race and Charlie Debnam won the novice race.

After the race we retired to the bar for a raffle and the odd well earned libation.

This was an event to raise money for the Andrew Simpson Sailing Foundation and so far we have raised £476 for this very worthwhile cause.

Bart's Bash 2 will be on the 20th September 2015. This is a 16:30 tide at Fareham which is a bit late for an event so I will have to come up with something different next year.

Chris Hare—Sailing Sec

The Autumn Cruise to Lymington (How to defeat the 'It should have' fairy.)

It was a last minute decision.

It should have happened the previous weekend but we had to deal with the French invasion. See separate item.

It should have been advertised to all & sundry at the club but there was a breakdown in communications through no fault of the organiser.

It should have been fine weather but it rained and blew on the Saturday and that's why most of us sailed on Friday - to Lymington that is.



On the 3rd of October Macavity left at 06:30. It should have been earlier but the skipper was worried about fog. The crew was only too happy to have the lie-in. Ian on Jalousie was alone so no crew to consider but needed to fuel up at Gosport so left an hour and a half later. He got the fog. Macavity didn't.

Our organiser, Les Knowles on Mistral, couldn't depart until Friday evening as his wife Karen was working on Friday morning. What is this work thing? Ah yes, I remember! It was that activity that got in the way of sailing.

White Mistral (David & Kim Ardon) were also due to leave at the same time with John Riley & Gloria on board. However, the 'It should have' fairy cast yet another spell and a flat tyre on his trailer meant he was stuck outside Winchester instead of setting sail.

Not to be outdone, David & Kim got there by car on Saturday & John & Gloria by train.

That left Magic with Jim Beckwith & his crewmate braving the wind and rain on Saturday morning. His wife Karen had more sense and came by road.

That gave us the planned 12 people that had booked to dine at the Lymington Town Sailing Club.

However, another Fareham boat, Quartet, was spotted approaching the Quay in the dark on Friday night with Michael and Shannon on board. A quick phone call to the club's chef made that 14 booked to dine.

Magic decided to be posh and forked out lots of dosh to park up at Berthon Marina. The remaining



Men gossiping on Macavity and Gloria in charge of Mistral

four boats were slumming it, rafted out at the Town Quay and exchanging banter with Portchester Sailing Club members who had obviously come up with the same idea of a rally to Lymington.

On Saturday, sometime late afternoon, a vast number of people descended on Macavity and pre-dinner nibbles were washed down with vast quantities of wine. The level of Gin in the bottle seemed to drop considerably. Is it evaporating? John Riley proved himself a gentleman by helping with the washing up. Thanks John! You know how I hate washing up.

A tasty repast was enjoyed for a very reasonable price at the Lymington Town Sailing Club. You should try it sometime but best to book first as it was fully booked on the Saturday we dined there.

Sunday morning saw Magic set off for a 09:00 hrs start to the Back of Wight race. (Best ask Jim how he got on but it is rumoured that he was somewhere off Bournemouth when he retired.) The rest of us enjoyed a leisurely sunny morning on the Town Quay and cast off about 13:15 hrs for a lovely sail back. Macavity had the engine on for only 10 minutes when the wind completely died off Cowes.

Despite the efforts of the 'It should have' fairy, a good time was had by all.

Thanks are extended to our organiser, Les Knowles, who at this very instant is thinking up ideas for future cruises.

Join us next year. The more the merrier!