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*The official newsletter of the
Fareham Sailing & Motor Boat Club
July 2016*



Pewit Island Race
Yes! Believe it or not, it really was a sunny day.

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To contact the editor
please e-mail
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Please try to get your
articles, pictures, adverts
etc. to the editor by the
20th of the month to
ensure their inclusion in
the following month's
edition.

Commodore's Comments

I hope you are enjoying the long awaited summer months, warmth, sun and sailing with a bit of dust settling thrown in for good measure!

The recent cross channel trip to Carentan was an excellent exchange between the 2 sailing clubs with reassurances that whatever happens here on June 23rd, the robust built relationships will continue no matter what the outcome. The fleet were all made so welcome by our hosts with contact details swoped and emails have already been received on both side of the Channel – wonderful. Please see Junes newsletter for full report. Big thanks to Gaynor Parker for arranging the very successful trip.

Among the fleet were Liz Adams and Rob Bolan with 'Zircon' and although the boat is relatively new to them, following the Cruiser dinner that they attended in March, they felt inspired to cross the Channel and have enjoyed 2 crossings in as many months – fantastic! A bit of encouragement and support was all that was required by fellow Club members to get Rob and Liz on their way, exactly how the late Eddie Miller would have supported. So keen is Liz and having recently achieved Day Skipper theory, is well placed to take on the role of Cruiser Captain for local waters, posters already in the Club House – go Liz go! I'm delighted that Ian Saxil-Nielsen is Cruiser Captain for long distance so all areas are covered – awesome! Look out for their notices of events and keep them busy! Well done Liz and Ian for leading the way!

Meanwhile, on the Creek, Pirates Day again took centre stage with lots of children and their parents being entertained by Club members who willingly gave up a day to this great cause. Dave Branscombe did a splendid job co-ordinating ably assisted by Social Committee and others to provide an exciting time both on the water and ashore – well done all, your efforts are greatly appreciated by everyone especially the children.

And then there was Pewit Island!! Lugger racing at its very best, a big well done to all competitors for making the event a massive success and a great excuse for a party back on land! Hearty Congratulations to Martin Duffus who literally pipped John on the line to take the trophy-what a finish! A special thank you goes to Carol Walden for all her hard work with cocktails and food both on the day and leading up to it. Terrific commitment by Carol with a 'bit' of help from Phil too! Thanks also go to Julie Roy who was in the galley and also Diane who helped with the drinks. The Courtiers played on the balcony, the sun shone and everyone had a wonderful time – quite a weekend in the Club! Well done also Chris and Natalie who kept the main bar open longer –thank you all!

By now, you should all have received your new door access fobs in the post. I understand that a few were lost in transit and those that we know about have been cancelled with new ones issued. Please let Stuart Pavey, George Thompson or myself know if you've not had yours yet and we will issue replacements.

A new members welcome evening was held recently, a great way to introduce our lovely newbies to established members. These events are well received and thank you to all who attended, thanks Pam and Lyse for arranging.

The year is marching on and the Management Committee have started to look at who will be in role in November. Various vacancies following our 3 year rule are available across the Committee and peripherals will be published in next months newsletter. If you would like to make a difference, explore new ideas and keep the Club moving forward, please make yourself known to the present Committee who will be pleased to give you further details of what's required and how you can get involved. Don't be shy, give it a try!

A quick plug for Thursday night bar - volunteers required. Check in on Duty Man and your fellow Club Members will be very grateful!

John, Louie and I are heading West for 2 weeks on Blue Mistique. I can taste that Salcombe ice-cream already! Happy holidays all!

Cheers
Dee

Forthcoming Events



ISLAND HARBOUR RALLY SATURDAY 9TH JULY

Please add your name to the list on notice board with boat name, length and beam.

Dinner Saturday evening in "The Breeze".

Menu on the Clubs' website & on notice board.

Please confirm your menu choices to Lizzy Adams by email:

lizzy.adams@outlook.com or select options on the list on the notice board.

Bembridge Rally & BBQ

Saturday 6th August

Book it in your diary now & watch this space or see Lizzy Adams for further details

SAILING EVENTS

Saturday 9th July	Island Harbour Rally with evening social. See Page 3
Wednesday 13th July	Lugger Evening Series 7 & 8
Saturday 23rd July	Parker / Seal Association Rally at FSMBC
Sunday 24th July	Lugger Summer Series 9 & 10 & Dinghy Sailing Portsmouth Harbour Regatta
Thursday 28th July	Lugger Evening Series 9 & 10
Saturday 6th August	Bembridge Rally & BBQ See Page 3.

Any items for inclusion in the August edition to be emailed to publicity@fsmbcnet.org.uk by 20th of July.

Editorial

Well, the UK voted out of the EU and the England Football Team is out UEFA Euro 2016. Not to worry, the Welsh team is still in there (UEFA I mean not the EU). However, by the time you read this even they might have been knocked out. Never mind, we are still welcome to sail over there - I hope. I am told that Ian Saxil-Neilsen has taken over organising Cross-channel Cruises so we will have to see where the next invasion takes us.

Local cruises will be organised by Lizzy Adams, starting with the Island Harbour Rally so lets give her all the support we can. See details on page 3. I am glad to see that younger members of our club are putting themselves forward as organisers and helpers. New blood will give us new ideas. Also, if you have any ideas or can help these cruise organisers in any way please do so. Whether it's a new venue for a barbeque or a Common Target for a Cross -Channel jaunt do speak up.

Editing the reports on Pirates Day and the Pewit Island Race (both articles submitted by Sally Brennan) I was struck by the number of people who got stuck in and helped to make both these events a success. That is what a club should be like. I was told that one of the hard working BBQ cooks is not even a member but put in a sterling effort nonetheless. Big thanks go to Julie Lineham whose husband, Mark, has only just joined the club. It is so good to see newcomers mucking in and getting involved.

I got some good photographs of the Pewit Island Race from Derek Clarkson which enabled me to illustrate Sally's article. However no photos of Pirates Day were forthcoming although I am sure that there are some good ones out there of Club Members making idiots of themselves in a good cause. In future, if you have some photos that you think are worthy of inclusion in the Newsletter (or even ones that you don't think worthy) do forward them to me. (jpeg please.) The same applies to any articles that you think would be of interest. Nick Sims' article (page 5) was sent to me some time ago and since I did not have many pages of photos this month it made a handy page filler. So come on, it's your newsletter so let me have some articles. Long or short, humorous or serious, it does not matter - just email them to me.

The Editor.

ps. It is 21:50hrs on Friday. Wales are through to the semi-finals. I put my hand to my heart in my red shirt a gave a heartfelt rendering of 'Hen Wlad Fy Nhadau'. Did you guess I was Welsh?

News from the Bar

Well it's been a while since 'The Bar' have given any input to Gaynor for our newsletter. I could say it is because the bar takes care of itself and we've not really had any news of late, but probably the truth is that Vic and I have been gadding about too much!! It is only with the help of Pat, Dave & Mike that we have been able to (hopefully) keep everything shipshape. Now we are a little more settled in our personal life it is time to think about arranging a bar event, maybe a Cheese & Wine night again, as that went down well last year.

We always try to get something new for the bar, the latest being some Murray Mints & Cherry Drops and Twix, also some flavoured spring waters for some of us (you!!) that want something refreshing and don't want to drink alcohol. I tried a few different ales and one or two new spirits (Jim Beam Honey for one!).

We have a new 'chalk board' on the side of the bar, by the till, so keep your eyes on that for some updates.

Enjoy the summer and look forward to some good chats in the bar when the summer arrives !!!!

Pam

(Surely, Pam, you mean 'if' the summer arrives - Ed.)

Over the years we have all heard of numerous diesel problems and breakdowns. Maybe it is time to throw some light onto the subject, and an insight into the diesel supply system, without getting too technical, and with a few tips included.

Lets start with the basics;- Atmospheric Pressure is 14.7 psi at sea level (approx) which is equivalent to 1bar, and this air pressure works in our favour, because if you place a tube in a liquid and draw a vacuum at the top of the tube atmospheric pressure pushing on the surface of the liquid pushes it up the tube, so if we think of our fuel tank and connect a diesel pipe to it and create a suction in that pipe with the engines mechanical lift pump, the diesel will be pushed up the pipe towards the pump with the air pressure.

The pipe from the tank goes through a primary filter and onto the entry connection of the engine lift pump, this is the suction (vacuum) side of the system. From the exit of the lift pump through the secondary filter and into the engines diesel injection pump, this is the pressure side of the system. If we have diesel leaks on the pressure side we can see them immediately. The suction side of the system is usually where the problems begin., drawing in air. Do not over tighten the pipe connections;- the tip is to; wrap PTFE (thread seal tape) around the pipe and olive three or four times, keeping it flat, this will make a perfect seal - Do make sure you wrap the tape in the same direction as the tightening nut otherwise you will unwrap the PTFE as you tighten and it may not seal correctly.

We all know of the problems we have with contaminated fuel, from the water mainly caused by condensation and the Microbial growth which breeds between the water at the bottom of the tank and the diesel floating above it, this contamination gets shaken around when we are sailing and gets sucked up to the primary filter, once inside the primary filter the velocity of the diesel slows down and the water and contaminates drop out of the fuel and settle in the glass bowl under your primary filter (where it can be drained off easily). The fuel then passes through this primary filter and continues on to the engine lift pump where you will find a fine mesh/gauze filter inside, mainly to protect the lift pump valve seats, this is where the suction side of the system stops, and the pressure side starts. The diesel is then pumped up to the Secondary filter and takes out those very small particles which may have passed through the first primary filter. The diesel fuel then enters the engines diesel injector pump, which usually give no trouble, (unless the filters have failed to be changed every year) and a metered amounts of diesel are supplied to the injectors at very high pressures. The excess diesel not pushed through the injectors is returned to the tank.

Bleeding the system:- The Golden Rule is; You must always open a bleed screw on the pressure side of the system first before diesel will flow, (Do Not open the bleed screw on the primary filter as this will allow the fuel to drop back into the tank and will draw air into the pipe) Open the bleed screw on the secondary (engine) filter, and operate the lever under the lift pump, air and eventually diesel will be expelled.

Shut the bleed screw and next open the bleed screw on the Injection pump and use the lever again to pump out the air and then close this screw. You can loosen each of the injector supply nuts as you operate the lift pump lever to expel the remainder of the air. The engine should then start.

I am not going to give you all the technical jargon – as you will be asleep in two minutes. I will add that my diesel tank is still in the keel and has given no problems, and if the tank does leak then the diesel will stay in the bilge out of harms way, and can not flow through the lockers and the boat.

Interesting Information:-

- (1) The engine lift pump can create a pressure off 0.3bar to 0.5bar (4/7 psi) pressure per square inch;
- (2) The diesel injector pump can produce pressures around 135bar (2000psi);
- (3) Do keep diesel pipes away from the hot exhaust, this can create vaporisation within the fuel line;
- (4) One micron = one millionth of one meter (0.001mm);
- (5) One grain of salt =100 microns; One human hair =75 microns; milled flour about =25 microns; Red blood cells about 8 microns; and they say that Bacteria is 2 microns.

And to put this into prospective the primary filter is trying to reduce the diesel to 10 microns, and the secondary fine filter is trying to filter to 2 microns.

Keep your diesel tanks full during the winter lay-up, this expels the air in the tank and limits condensation. Lastly have you checked and changed the O ring on your diesel deck filler cap – is it letting in sea and rain water?

Pirates Day

I wish to convey my thanks to all members who took part in Pirates Day on 4th June. To those on the water and ashore. This annual event would not be possible without your help. For your information there were 27 boats out on the water, each with at least two crew and over 12 people on shore doing jobs essential for a successful outcome.

We were expecting over 90 guests but some were unable to attend and with some skippers taking more on board than envisaged a few boats were without visitors on board. However the crews accepted the situation and to their credit got involved in the activity of piracy.

Well done everyone and thanks again,

Dave Branscombe

This is an e-mail sent to Dave Branscombe to thank him for his efforts. It says it all.

Good Morning David,

I just wanted to say a massive thank you for all our families who attended Pirates day. As always it was a great event and day and we can't thank you enough for arranging this for them. I am sure from over the years you have noticed how difficult it can be to have a family day with your disabled child - you help make it an enjoyable a stress free day for these families.

The young people have done a thank you card for you and the team that I will pop down in the week. Please pass our sincere thanks to all who made the day possible.

Best Wishes

Kitty and all at KIDS

....and now for Sally Brennan's view of the day:

Pirate day was, as usual, another great success according to the young people and their parents / carers.

As usual, there were several club members working behind the scenes. When Bob and I arrived Linda Neale, assisted by Nicola Flinn, was busy organising the life jackets ready for distribution when the young Pirates and assistants arrived. Once the task of fitting the jackets was complete a "seasoned old pirate", namely Terry Flinn, helped them down the pontoon with much 'oohing' and 'aahing' to the children's delight. John Neale and Bob Brennan then helped them on to the flotilla of boats, bravely manned by our ever willing club members.

The fun had begun! Armed with water cannons and other weapons of mass destruction, they set off to "sink" as many enemy boats as possible amid much laughing and shrieking. Once back on dry land and changed into dry clothing the guests were given treasure (lucky bags).

Meanwhile, Gloria Riley, Julie Lineham and Pat Millard were stoking the barbeque in preparation for the hungry Pirates' return to shore. The queue for hot dogs, burgers, crisps and drinks kept our "chefs" very busy for over an hour until all the food was consumed.

A very happy and noisy time was had by all from the sound of whistles and the bubbles that filled the air, plus the unexpected shower of cold water every now and then from the little water pistols as we passed the tables.

As visitors began to leave and the clearing up began Linda, Nicola and I had the task of tidying the life jackets away and by late afternoon all was back to normal.

Another successful Pirates day was over.

Big thanks go to Dave Branscombe and his sterling organisation.

....and I did hear this rumour that the BBQ team got a bit stressed. The lovely Gloria held it all together until she received the order from one queuing club member for a number of beef burgers reaching double figures. This is where she lost it! Her response is unprintable but I'm told the second word was 'off'. Not in the least put out, the customer waited patiently while his order was fulfilled so nobody went hungry. Well done Gloria and the team!

I'm told that Gloria is now back to her usual cheerful helpful self. Ed.

Pewit Island Race Day Sunday June 5th.



Another bright and sunny day, but sadly very little wind for the Lugger racers.

However there was a good turnout at the starting line.

While the sailors were competing Carol Walden and her team were busy sorting the fruits to go into the cocktails which were to accompany the carefully prepared food. Carol was making a Carribbean meal.

With lunch left in the capable hands of Julie Roy and Dee, Carol set about making the table ready with the ingredients for what proved to be rather potent cocktails!!!

With the excellent food of Sweet and Sour Chicken with rice almost ready, as if on cue, the "Courtiers" arrived to set up their band on the balcony and the Luggers slowly began to emerge into view further down the creek.

With the lilting Celtic folk music playing and club members busily tucking into the food and cocktails the afternoon proved to be a great fun gathering. (Our very own Denise Lee even gave us a display of Irish dancing!!!!)

Martin Duffus was presented with the trophy as the winner of the Pewit Island Race. Well done Martin and all the other competitors.

A huge thank you to Carol for an excellent meal which was, I think, very good value for the money.

Sally B

