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The official newsletter of the
Fareham Sailing & Motor Boat Club
February 2018



Site of the FSMBC Limbo Dancing Class. Classes at HW springs only. Contact Peter Martin.

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To contact the editor please e-mail
publicity@fsmbcnet.org.uk

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.

Editorial

This month we see advertised the cruiser dinner. This early season event has become very popular over the years. It started many years ago when a group of us who enjoyed dining together when cruising in company started bemoaning the fact that we would not have the chance to do this sort of thing for many months over the winter. So, the end of season 'In Solent' cruise and the Cruiser Dinner were born. This dinner attracted those who have recently cruised in company, those who used to cruise in company, those who just cruise, those who like to talk cruiser sailing and last, but not least, those who think they might like to join in with a Club Cruise in the future. Only a couple of years ago Rob and Lizzy fitted into this latter category and now, Lizzy is our established Cruiser Captain and, in company with Rob, she is planning longer trips in their boat Zircon.

FSMBC boats get further afield than you think. Last year, in the Netherlands, Macavity came across several friends. They are frequently to be found in Ireland, Brittany and Spain. Also, if you thought St Tropez & Nice were for the rich & famous then read Mandriella's trip to the Med. They got there and took in views of the Eiffel Tower en route.

Have you signed the Lobster Pots and Small Craft Safety on line petition yet? If not, go to <https://petition.parliament.uk/petitions/200001>

Cathy Riley, a member of Portchester SC who I met when we sailed to Vannes two years ago, invites us, FSMBC members, to join them at their winter talks. Do go along if you can and say 'Hello' to Cathy from me.

Clubhouse Ground Floor Works

How time flies! For those that regularly use the club, you will be aware of all the hard work that has been done over the last year.

In November, as planned and within budget, the Beer Cellar was handed over as Phase 1 of the project was completed. The insulation and shortening of the pipes between the Beer Cooler and pumps is a significant improvement, which, over a period of time will save on energy usage and ullage through pipe cleaning and changing barrels.

Phase 2 of the project is expected to be completed by the 5th February, which will see the new Gents Changing room come in to use. Outstanding I must say! Not without its problems, the "Team" (Laurie, Tony and Kev) have worked tirelessly to get this completed. Again this was within the planned time schedule and within budget. Tony Blair may seem a bit more "hairless" but certainly not "careless" in keeping tight strings and ensuring every little bit of material is recycled to keep the costs down.

You may have seen (you can hardly miss it) the Container in Locks Yard. With space running out for valuable materials and Tools to be stored, it was decided to provide a secure "lock up" to enable work to continue, unhindered, in time to complete Phase 3 of the project by Easter. This will provide the much awaited Toilet Facility for the Disabled and a Family Changing Room.

I am sure that for those who have seen the works to date, you will very much appreciate all the hard work that has been done and why it was the Management Committees decision to joint award the Les Ballard Trophy to Laurie, Tony and Kev at the last AGM. Fantastic effort guys and a big thanks.

George Thomson, Vice Commodore.

Forthcoming Events

Cruisers Dinner
Saturday 10th March 2018
7pm
Lysses House Hotel, Fareham



3 course Dinner followed by Coffee
& Petit Fours

Tickets £25 per head available from
Lizzy Adams

Please contact Lizzy Adams:
cruiser@fsmbcnet.org.uk

with Menu Choices by 25th February 2018 to reserve your place
See menu on page 4

CLUBHOUSE TALK

A presentation by
George Thomson and Chris Hare
In The Clubhouse at 19:00
on Friday 23rd of Feb.



An overview of the London-Paris
Charity Bike Ride completed last May.

Light nibbles provided.

Please come along for what is promised
to be an informative evening and
announcement of the next adventure they
are in training for.

Winter Talks at Portchester Sailing Club

FSMBC members might be interested in some of these talks.
As visiting yachts people and therefore guests there is no charge.

Wednesday 24th January – Royal Institute of Navigation and its history.

Wednesday 21st February – Irene , The last west country trading ketch.

Wednesday 21st March – Boat House 4-- Tim Deacon -- A Portsmouth Dockyard Project.

Wednesday 28th March— International Guild of Knot Tyers. Steve Judkins.

This is A Workshop so if you want to take part bring your own kit. 5mm dynema rope 1-2 metres long and some tools/ long thin needles if you have.

The above are all in our heated upper lounge.

The bar opens at 7-30 and the talks/ presentation/workshop start at 8pm.

Saturday 24th March. Racing Rules by RYA at 11am. Upper Lounge with great views across the harbour.

All winter talks are free to members and their guests.

This is a great learning opportunity for networking in this warm friendly atmosphere.
Looking forward to seeing you there.

Lysses Dinner Menu

Saturday 10th March 2018

A smoked haddock and spring onion fishcake served with a micro herb salad

The soup of the moment is vegetable served with garlic croutons

A flat mushroom topped with roasted sweet peppers topped with goats cheese and glazed under a hot grill

A smoked trout salad with a fine dice of cucumber pickle and finished with a balsamic vinegar dressing

To follow

Roasted fillet of pork topped with a mix of shallots, sun blush tomatoes and olives and finished with a rich red wine sauce

Fillet of cod lightly grilled set on a base of beetroot and new potatoes finished with a cream sauce drizzled with basil purée

Chicken breast roasted in the oven served on a base of creamy leeks, sautéed potatoes and roasted cherry tomatoes served with a red wine and thyme sauce

A wild mushroom risotto topped with Parmesan cheese and finished with a chive butter sauce

All main courses are served with freshly cooked vegetables.

To finish

A delicate white chocolate and Bacardi mousse served with a duo of dark chocolate and vanilla sauce

A raspberry and whiskey flavoured crème brulee

A pavlova topped with whipped cream, strawberries and vanilla ice cream topped with roasted flaked almond and strawberry sauce

A treacle tart served warm with a butterscotch ice cream

Coffee and Petit Fours

If you have an allergy or special dietary requirement

Please speak to Lizzy Adams before placing your order

Mandriella's Trip to the Med

My wife retired from teaching in July 2011. A week later we left our pontoon berth in Fareham outward bound for the Med. Our house had been packed up and let out for three years. In the months leading up to departure the boat had a major refit including new stainless steel hand rails and standing rigging and I had spent many hours buying and consulting Pilot books and French canal handbooks working out our passage to Port St Louis and out into the Med.

As we left the weather was kind and we had a pleasant sail along the south coast to Dover, stopping at Gosport, Brighton and Eastbourne and meeting a school of porpoises off Dungeness point. After two nights in Dover the good weather continued so we refuelled and then left for Calais. The cross channel trip was uneventful and after waiting a couple of hours on the buoys outside we entered Calais marina.



Mid channel meeting

The capitainerie directed me to the chandlery on the quay called 'U-Ship' who arranged to remove the mast for me and gave me details of whom to contact to arrange transport to Port St Louis. It cost 50 euros to lift out the mast and 660 euros for transport.

All-in-all we spent a week in Calais before venturing into the canals. The first lock (Ecluse Carnot) you have to pass through operates on free flow the seaward gates being permanently open. As we entered this lock there was a footbridge at the inward end blocking our route. There was nothing in the guide explaining who to contact when I spotted a big sign on a warehouse wall saying 'Calais Port VHF 17'. I called up and said access was blocked by a footbridge and it magically opened. At the end of the basin was Batteliarie lock which was manned, the keeper took our lines and lowered us to the Calais canal. We were in the system – yippee!

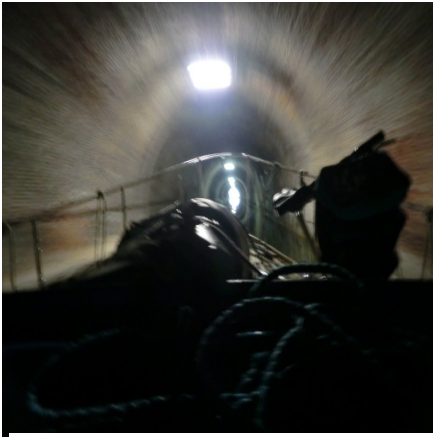


First night on canal bank outside

It is a feature of the VNF (who run the canals) that a lockkeeper will normally look after a string of three locks and are provided with a white van so they can go from one to the other. They are efficient and if you get stuck, as we did on or two occasions, the vans are a welcome sight. When we did get stuck it was usually on automatic locks not working.

Our first main stopping place was Cambrai which took about 10 days to reach. it is a town which we liked very much and within easy reach is the forest clearing and railway coach where the armistice was signed bringing to an end the First World War. There was a festival on when we arrived and this culminated in a superb firework display taking place in the harbour. Although we enjoyed the display our dog a Samoyed called Moet hated it. Matters were made worse for him as overnight 7 violent thunderstorms passed overhead. The next day after his walk he refused to come back on board and I had to catch and physically lift him into the cockpit- no joke as he weighs 25 kilos!

We ambled further south enjoying stays at Chauny boat harbour and St Quentin before reaching my 'bete noir' the Riquaval tunnel which at 5.7 kilometres is the longest in the system. There is no ventilation so boats are towed through by an electric chain tug hauling itself along a chain laid on the canal bed. Convoys form up at the entrance and the crew of the tug make sure everyone is properly secured by tow line to the boat in front. On this occasion we were behind a fully laden penniche (cargo carrying vessel) and as we entered the tunnel Mandriella was drawn to the starboard wall and made an awful noise being dragged along the brickwork. I shuddered to think what damage was being done. The tug master was on the footpath which runs the full length of the tunnel and told me to start the engine to steer off the wall. I kept the engine running for half an hour in case it happened again.



Riqueval tunnel

The transit takes about two and a half hours and rather than be in a convoy it is best to be the only boat making the transit as steering is much easier and the passage half the time.

Exiting the tunnel you then enter another short tunnel which you motor through at your own pace. Our next major landmark was Paris. En route we spent a couple of days at Port Cergy, an inland marina off the river L'Oise very similar to Port Solent in Portsmouth Harbour but smaller. It is only a few miles downstream to the river Seine which you join at Conflans Ste Honorine, the largest barge conurbation on the river where penniches are permanently moored and used as houseboats.

When you turn into the Seine your speed drops as you push the seagoing stream and commercial traffic increases significantly.

As you approach Paris the number of bridges increase dramatically and to make sure I always knew where we were Viv crossed off each bridge in the canal guide as we passed underneath. The most exciting moment was when the tip of the Eiffel Tower appeared on the horizon as we closed with the tower I was too busy gawping that I did not notice a large coaster creeping up astern until it gave a blast on the horn and some harridan gave me verbal abuse from the bow. Lesson learned- keep a good watch astern especially as he was ploughing ahead at 10 knots!



Approaching Eiffel Tower

The next big landmark was Notre Dame Cathedral on our port side as we neared the Bastille and Pont Arsenal marina right in the heart of the city. There is a lock to gain access to the inner harbour where the capitainerie allocates a berth. It is highly popular so always full of boats and the pontoons are closely packed making manoeuvring difficult. We decided to stay a week and I remember looking down from the bridge that crossed the marina and marvelling that we had come here all the way From Fareham.

Across from the marina we found a good bar 'The Three Quays' which received a generous trade from us and also a Carrefour supermarket for our needs. Our two children came on a visit so we decided to take the river bus to the Eiffel Tower and had a lovely day out. For once it was nice to be afloat without having to worry about all the activity on the water. We also visited Notre Dame which was within easy walking distance.

Sorry to leave Paris but excited to continue the journey we continued down the Seine to the river L'Oing and moored at Moret-sur-L'Oing, home of Sisley the painter and one of the founders of the Impressionist movement. It is a lovely spot giving access to the pretty town of Moret with its cobbled streets and ancient bridge and weir.



Ice bound in Briare

As we had been in no rush to head south having enjoyed this part of France, I felt it was now too late in the season to continue to the Med so we managed to secure a winter berth at Briare which is famous for its magnificent aqueduct across the river Loire. At the height of the winter the canal froze over and we had 12 inches of ice around us for a couple of weeks and due to draining of the aqueduct it was late March before we could leave.

Our journey continued to the next main port of Lyons to the Confluence marina a recently opened facility on an inland basin with very good amenities and marking the meeting of the rivers Saone and Rhone.

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As soon as you turn into this mighty river you feel its effect as your speed accelerates and no sooner have you begun than you are at your first lock. I must say at this point that the locks on the Rhone are superb whilst being of huge proportions they all have a waiting pontoon for yachts by the entry gate and floating bollards to tie up to in the lock. It is VNF policy to have floating bollards in all locks with a height of 5 metres or more. The river is also excellently marked with red and green beacons along its entire length.

The Rhone is notorious for the Mistral a very strong wind that blows north to south down the valley what is less well known is the Levanter which is a strong wind blowing in the opposite direction ie south to north. Another feature is that the wind always picks up in the afternoon so we tended to sail early and be at our destination by midday.

Because it was early in the season the Rhone was in spate with melt water coming down from the Alps and we also had to contend with the Levanter. Our first night was spent on a pontoon at Andancette in a howling southerly gale which was lifting spume off the water and so alarming that I doubled up all the mooring lines. It was three days before we could move on.

The best stopping places were at Vallence and Avignon. From Avignon it is one day's hop to Port St Louis. We left Avignon in calm conditions but they did not last and the Levanter blew in again and once having left there is no stopping place before Port St Louis, there used to be pontoons at Arles but they got carried away by floods. In retrospect we should have moored along the penniche at Arles which also doubles as a restaurant.

As we carried on south approaching Beaucaire the weather became more extreme and with wind over current seas were so violent I could hardly see to navigate due to spray. However I managed to follow the beacons and turned into the approach to the entry lock where it was sheltered. As I passed the stern rope to Viv I commented that the ensign had got lost in the melee whereupon she looked up to notice the wind turbine had also been lost! It shows how violent the weather had been for that to happen as it was not only supported on the deck but also had substantial stays securing it to the pulpit.

The Rhone is river enough to test anyone.

After catching our breath we moved on to Port Napoleon to have the mast re-stepped. This took almost two weeks as the Mistral blew up and all activities halted. Boat owners there said they had never known such conditions last so long.

At last it settled down and we set off for Marseilles en route passing two masts of a ketch sticking up through the water where a boat had been lost the previous evening running aground on its approach. It was satisfying to be in the Med at last and to have the coast of the South France on the port bow. The air was balmy and warm so clothing at a minimum. Marseilles was easy to find and the entrance straight forward. There is an accueil pontoon and capitainerie just to starboard as you enter but they never have any berths instead go to the yacht club on the adjacent floating pontoon and they will find somewhere for you.

Leaving Marseilles I had intended to visit Cassis but instead wound up in La Ciotat which was once France's main shipbuilding port but now given over to pleasure boats and top of the market luxury motor yachts. The town and market are all built around the harbour and we thoroughly enjoyed our stay there.

No trip to this area would be complete without a visit to the Porquorelles, a group of islands off Hyeres. Immensely popular it is not always easy to get a pontoon in the marina but we were in luck and managed to stay for three nights with our son Bart on board. He had joined us in San Mandrier (Toulon) and had a magical time swimming in the blue waters which were so clear you could see the fish swimming. Even Moet was tempted to Swim.

To be continued next month.

Burns Night Report.

This is my last report on social functions.

On Sat. 27th Jan. 2018 we had a very enjoyable BURNS NIGHT. In the traditional manner John Young, the piper, piped the guests in. He then addressed the Haggis and after the usual whiskey toast we all sat down to a lovely meal of Haggis, neaps and tatties,

followed by Scottish shortbread, cream and icecream. There was also cheese and biscuits to follow, plus plenty of wine at the tables. All this was provided by Lorraine and Paul Horten who had spent most of the day preparing and cooking the meal.

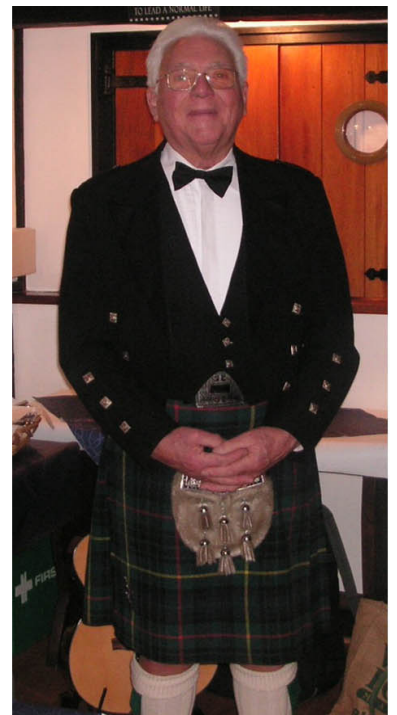
Pam Carr and Mark Lynham were kept very busy at the bar too; "thank you both".

We had plenty of entertainment during the evening supplied by Laurie Curle who addressed the Lassies with much humour. Dee Orme replied with her address to the Laddies. Following this John Walley sang two Scottish folk songs. Wonderful! 'Thankyou' John. Simon Stell then picked up his guitar and gave us two more Burns themed songs, equally enjoyable!

Kevin Abbot finished the evening of live music with a delightful song he had written to a well known tune.

All in all, a very enjoyable evening.
Thank you to everyone that came along.

Sally B.



More images of Burns Night on page 9



Celebrating the New Year



Dancing the night away

'Hello'

Service at the bar please!

Just me and the tree

Start the year with a bang!
But what's that on your shoulder?

The Masked Crusader?

Group Hug

'We can walk 500 miles'

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