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



Paul Limburn being presented with the cup by Margaret at the regatta.
Donations of silver polish required to keep all his trophies shiny.

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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

There is always something new to be learned and experienced in sailing as in life in general. See the adventures of Daisy on Page 8 and changes to navigation around Portsmouth Harbour Entrance. Prompted by our Craft Administrator, we, in Macavity, have recently discovered quite how peaceful the anchorage at Hurst is. This spot is deceptively sheltered from SW winds and a good spot to catch up with some sleep while waiting for the right state of tide at the Needles Channel. Alternatively, make a day of it and row ashore to visit Hurst Castle and it's excellent Lighthouse Museum.

Macavity spends more time at anchor these days. It may have something to do with having a Scrooge-like skipper not wanting to add to the swelling pockets of the Marina Owners of the South Coast. Rediscovering old haunts is also fun. In company with Jenny Wren and Waveney Harrier we anchored in Braye Harbour on Alderney. We had not landed on Alderney for about 30 years so we reacquainted ourselves with the rock. There was also a bonus for the Scrooge-like skipper when he discovered that by paying in Euros instead of Sterling we saved 12% of the fee. I had Euros in my purse! As a past scouter, I'm always prepared!

Looking at our past and the history of the Sailing Club, John Herbert is keen to document a history of our Sailing club from it's members' points of view. What he would like to happen is for some of our older members to document their own story about the club; either the input they've had from the club or how the club has affected them. Accompanying photographs would be great. To start with he needs an idea of how much information is out there. Then over this coming winter he can storyboard it and put it into a sequence with the aim of making a book to date about our sailing club. Depending on how much information he receives he can't guarantee it will all be included. Now is your chance to see your anecdote in print.

Also, Look out for 'Up the Creek'; George Thomson's emailed updates.

Bye-law 6

Clubhouse pontoon – mooring

Except with the express permission of the Duty Officer and that permission shall not extend beyond two nights, no boat shall moor to the seaward side of the pontoon.

The Duty Officer will take Club activities and pre-arranged visits by other clubs into account before permission is granted.

Notes: -

1. The name of the Duty Officer and their contact telephone number is shown on the white notice board in the Club foyer.
2. If permission is granted, details of the craft must be entered in the Pontoon Log Book held in the Club foyer.

Boats may use the pontoon without permission to load/unload stores, embark/ disembark crewmembers, or to collect/ return Club tenders.

In so doing, no boat will be left unattended, without first obtaining permission from the Duty Officer.

Neither fishing or swimming is allowed.

Forthcoming Events

Racing Calendar

Saturday 11th August:
Cruiser Harbour Combined
Regatta

Sunday 12th August:
Lugger Summer Series 9 & 10

Saturday 8th September:
Cruiser Harbour Committee
Series Race 1

Sunday 9th September:
Lugger Summer Series 11 & 12

Sunday 23rd September:
Dave Brady Trophy – Lugger
racing

Saturday 29th September:
Cruiser Harbour Committee
Series Race 2

FSMBC SUMMER RALLIES 2018

Saturday 18th August

Beaulieu Rally and BBQ

.....

Saturday 1st September

Bursledon Regatta Rally and BBQ

.....

Saturday 15th September

Island Harbour Rally and BBQ

Ladies Race back on Sunday

Please add your name and boat
details to the list on the club
noticeboard, or email Lizzy Bolan
cruiser@fsmbcnet.org.uk by

Thursday 26th July for Beaulieu,
Bursledon and Island Harbour



Unofficial Rally

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

Changes to Harbour Entrance Channel

In the March 2017 edition of the Newsletter I published details of changes to be made to the approach channel to Portsmouth Harbour. Having spoken to many mariners frequenting this area I was surprised to find how many don't know of these changes.

Watching small craft navigating their way in and out of the Harbour I am astounded how many seem to be unaware of any of the rules. Below is an update as published on QHM website - www.royalnavy.mod.uk/qhm/portsmouth/local-notice/general-directions/2017/1702-portsmouth-harbour-entrance

I was also surprised, a few months ago, when I saw a green pile off *Gilkicker*. Obviously I am just as guilty of not keeping up to date with notices to mariners. Details on that one is at the end of this article on page 6

PORTSMOUTH HARBOUR ENTRANCE - APPROACH CHANNEL, SMALL BOAT CHANNEL, SWASHWAY AND INNER SWASHWAY

1. Mariners are advised that the Queen's Harbour Master has made the following General Direction under the Dockyard Port of Portsmouth Order 2005; that the Portsmouth Harbour entrance and main approach channel is considered a narrow channel in accordance with the International Regulations for Preventing Collisions and Sea (COLREGS) and as such, all mariners are reminded that in accordance with Rule 9(b) "a vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway".

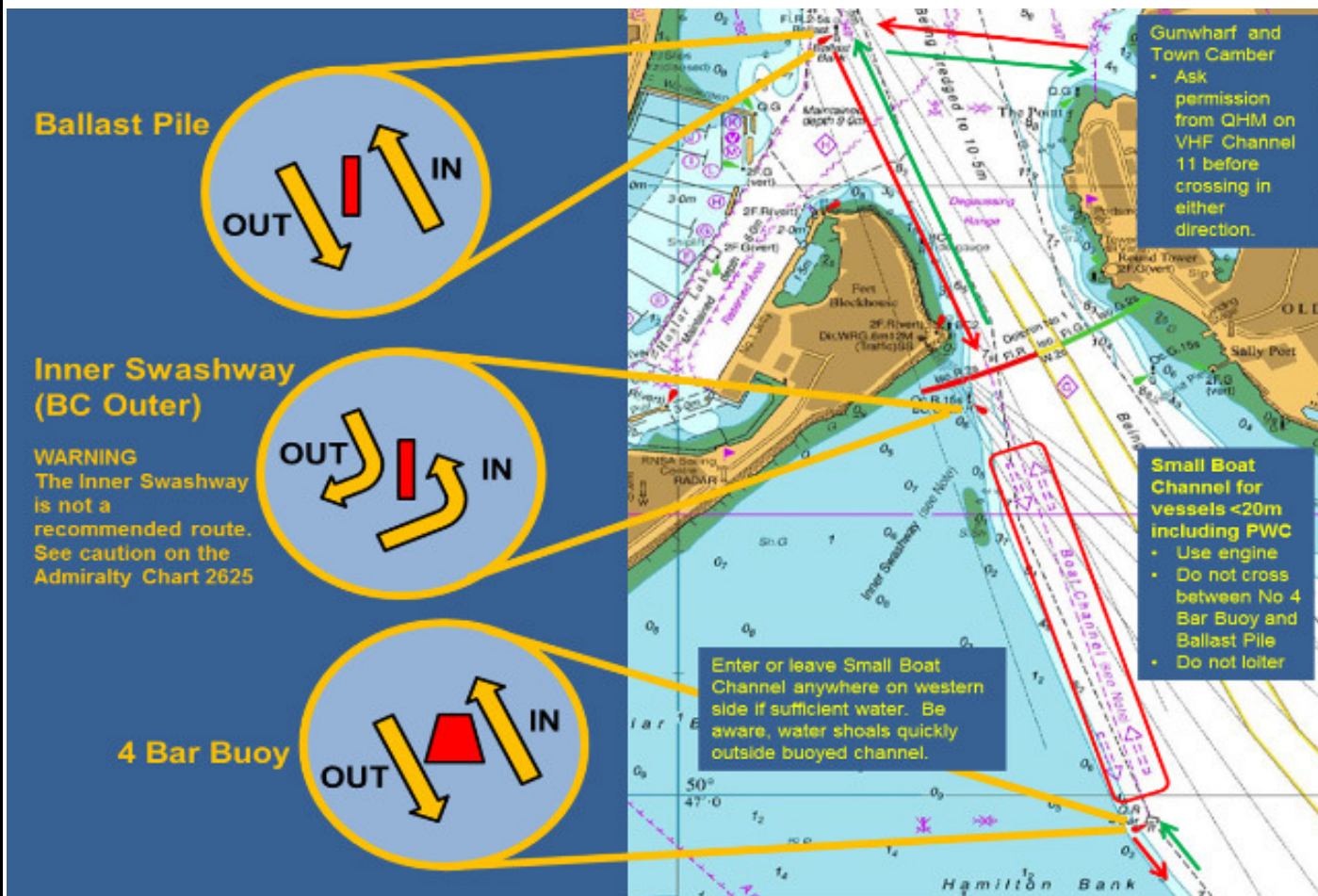
2. Approach Channel. The dredged limits of the approach channel from the harbour entrance to Outer Spit Buoy are marked by buoys, the positions of which are shown on chart BA 2625. Within the harbour entrance the main channel is bounded on both sides by the limits of the dredged channel as shown on chart BA 2629.

3. Small Boat Channel. To assist the safe passage of small craft to and from Portsmouth Harbour a Small Boat Channel for vessels less than 20m in length including Personal Watercraft (PWC) (hereafter referred to as small boats) has been created on the western side of the harbour entrance. The 50 metre wide Small Boat Channel is shown on Admiralty charts. Its northern and southern extremities are at Ballast Pile (50 47.62N 001 06.83W) and No 4 Bar Buoy (50 46.97N 001 06.48W) respectively. Small boats are reminded that they can be difficult to see and the harbour entrance is a blind bend to larger vessels and traffic leaving the camber.

The following rules apply:

- a. Small boats must enter and leave the harbour through the Small Boat Channel
- b. All craft fitted with engines, when navigating in the approach channel to Portsmouth Harbour, are to proceed under power between No 4 Bar Buoy and the Ballast Pile.
- c. The Small Boat Channel may only be entered or exited by vessels approaching from the east at its northern or southern ends.
- d. A traffic pattern is established around Ballast Pile; small boats entering the harbour are to pass close to the east of Ballast Pile and those exiting close to the west.
- e. Small boats crossing the harbour entrance may only do so to the north of Ballast Pile and may not cross the main channel until south of 4 Bar Buoy.

- f. Small boats, save those listed at paragraph 5, are not to loiter in the Small Boat Channel.
- g. Small boats should remain on the Starboard side of the Small Boat Channel and should adjust their speed to remain within the Small Boat Channel rather than overtake other craft and be forced into the main channel.
- h. All vessels using the Small Boat Channel are to leave 4 Bar Buoy to port, whether heading inbound or outbound.



4. Vessels approaching or departing the Small Boat Channel to the south, particularly at low water, should follow the line of the port lateral buoys in order to avoid grounding on the south-east corner of Hamilton Bank, turning to follow the line of the channel in the vicinity of 4 Bar Buoy.
5. The following vessels under 20m in length are authorised to use the main channel and loiter in the Small Boat Channel when their duties require; pilot boats, police launches, QHM Harbour Patrol launches, Border Force craft, Royal Naval vessels, lifeboats, senior officers' boats flying official flags or discs and tugs engaged in towing operations or escorting a vessel.
6. Small boats may continue to use the Small Boat Channel when the main channel is closed for the passage of a large vessel other than a Queen Elizabeth Class (QEC) Aircraft Carrier. The Small Boat Channel will be shut to all traffic during QEC transits.
7. Personal Watercraft. PWC of all descriptions are prohibited from entering or operating in the Town Camber, (defined by the purple pecked "no anchoring or fishing" line shown on Admiralty Chart 2629 joining the entrance to Gunwharf Quays and The Point) save with the permission in writing of QHM who will consult with Portsmouth International Port who are the Statutory Harbour Authority for this area.

8. Gunwharf Quays /Town Camber - Traffic Management. The following traffic management plan for craft under 20 metres in length (bound to/from Town Camber/Gunwharf Quays) is in force:
- a. Arrival. In the interest of safety all Small Boats bound for Gunwharf Quays/Town Camber are to enter harbour through the Small Boat Channel. Vessels are only to cross the main channel when they are to the north of Ballast Pile, and permission has been obtained from QHM on VHF Channel 11. Vessels fitted with engines are to use them from entering the Small Boat Channel until arrival at Gunwharf Quays/Town Camber.
 - b. Departure. Small boats departing from Gunwharf Quays and the Town Camber are to obtain permission from QHM on VHF Channel 11 before crossing the main channel. All vessels are then to cross the main channel direct to Ballast Pile and leave harbour through the Small Boat Channel. Vessels fitted with engines are to use them until exiting the Small Boat Channel. If any of these vessels are not fitted with VHF radio, fixed or portable, then they are to be escorted by a marshalling craft or accompany another vessel so fitted.
 - c. Fishing vessels under 20 metres in length based in the Town Camber may enter and leave the harbour close inshore on the eastern side. They are nonetheless still to request approval to proceed from QHM on VHF Channel 11, giving their intended route.
 - d. Mariners are advised that there are no visitor berths or moorings at Gunwharf Quays, and that they will only be permitted to cross the harbour to Gunwharf quays if they have an assigned berth. The Gunwharf Berthing Manager is contactable on VHF Ch 80 or 02392 836732.
9. Swashway. The Swashway is an important channel for shallow draught vessels approaching and leaving Portsmouth Harbour. Hovercraft and high-speed catamaran ferries often transit the area en-route to and from Ryde at speeds in excess of 24 knots. Hovercraft, being non-displacement craft usually navigate outside the Swashway in areas where depths are shallow. The Spitbank area, as a whole, is often used for yacht racing and regattas. Mariners in yachts and slow-moving craft are advised to maintain a thorough all-round lookout for the possible approach of high-speed ferries and other fast craft. Particular care needs to be taken to check the appropriate quarter before making an alteration of course. Mariners in high-speed craft are cautioned not to assume that other mariners, particularly those whom they are overtaking, are aware of their presence, and are to give them a sufficiently wide berth.
10. Inner Swashway. The Inner Swashway is closed to vessels of over 20m in length. Vessels over this size are to remain in the approach channel between the entrance to the Harbour and No 4 Bar Buoy. They should not enter the Small Boat Channel at any time except that they may do so when taking action to avoid collision under the COLREGS. The BC Outer red beacon is sited 100 yards to the south of Fort Blockhouse. Small boats transiting between the Inner Swashway and the Small Boat Channel are to leave this to port.
11. The Harbour Entrance. Extra caution is to be taken in the harbour mouth to ensure that small boats are not swept into mid channel from the Small Boat Channel by the strong cross-tide which is often present.
12. Contravention of the rules contained within this General Direction is a criminal offence.
13. Cancel General Direction 07/10 and LNTM 24/17.

NEW GILKICKER PILE ESTABLISHED

1. A New Starboard Hand Pile (Oc G 10s) has been established in position 50 46.35N 001 08.46W due south of the previous Light on Gilkicker Fort.

London to Amsterdam Charity Bike Ride.



A massive thanks to everyone who sponsored myself and Chris Hare.

85 riders in all took part, 38 of which were raising money for the MS Trust.

6 Cyclists who took part had MS and out of all the riders 84 completed the ride with one rider hospitalised, after having travelled from Northern Ireland to participate.

**In total we raised £4500
this year for the MS Trust.**

(Well Done! - Ed.)



For our next adventure we are planning to cycle to Vannes at a leisurely pace to join up with the fun and games next year. Maybe we can go as a group for those who have not got the time to sail.

A nice gentle ride from St.Malo, only 95 miles.

George and Chris.

Daisy & the Old Gaffer visit Eling (Ed I thought I would get in first!) (Typical of an Old Gaffer! Spoilt my fun now! - Ed.)

Southampton first HW 15.48 BST 4.2m high. 4th July 2018

Life's an adventure and getting up at 6.30 am to catch the ebbing tide certainly wakes me up, particularly after England's match and a few ciders the night before.

I pushed off just after 7 am from the club pontoon; any later and I would have been aground. A beautiful calm day, sun just breaking through the clouds and Oyster Catchers chattering and wheeling all over the creek.

No rush, no self steering, main hoisted and motored/sailed out the harbour entrance with a brief wave to the Coast Guard Watch. Then genny unfurled, jib up, engine off and we were screaming along at 2 knots. Ummm, what's the rush? I'm retired. Daisy did just touch 4knots going up Southampton Water.

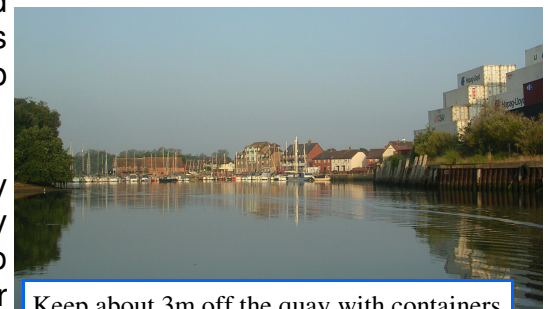
Eling has very clear instructions on their website, with photographs, "of how to get there?" I arrived two hours before first high water and had a least depth of 1.2 m going in. All the berths in the visitors' pool were occupied by club boats, but some kind gentlemen who saw I was undecided where to go (panicking!!), advised me to tie up alongside one of their boats.

The club has approximately 160 members, all locals (they have a maximum of 15 mile radius for membership). They are, like us, all volunteers for duties. I was lucky enough to meet the Commodore, Vice Commodore and Treasurer when I went to pay my £5 mooring fee (I think they were concerned I was going to do a runner!) (They've obviously heard of you then John.- Ed) All are very amicable characters. Dee popped round in the evening and we had a pub meal at the Anchor Inn literally 200m from the Tide Mill and Club House. Again check club website for bar opening hours.

When the tide goes out there is NO water, so it would only suit a bilge or lifting keeled boat. Next day I was up at 6 am to catch the ebbing tide, but what an adventure.



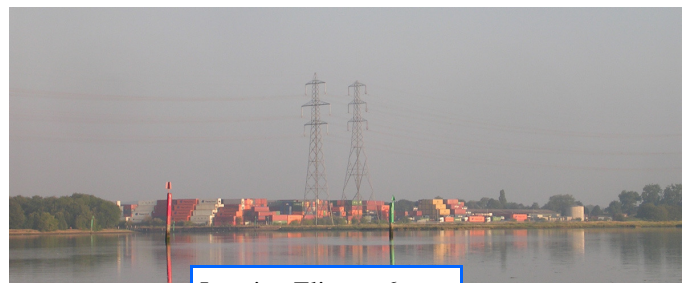
Daisy at the Tide Mill & Sailing



Keep about 3m off the quay with containers



Entrance to Eling Channel



Leaving Eling at 6 am

You don't have to go too far to visit somewhere new.

John Herbert

Useful Websites:

Eling Sailing Club: <http://www.elingsc.org.uk>

More info: <https://eoceanic.com/sailing/harbours/europe/england/Hampshire/464/eling>

Lymington Rally 2018

Lizzy Bolan



Eight boats were booked on the Dan Bran Pontoon in Lymington for our Rally on Saturday 21st July 2018. It was a glorious sunny day and some boats arrived in Lymington on Friday to make the most of the weekend.

Saturday afternoon was spent shopping in the local shops and Saturday Market, and relaxing on boats enjoying the lovely weather, and the odd beverage or two! Apart from the crew of Zircon who spent the afternoon trying to fix a broken anchor winch!



Dinner was booked for 8pm in Lymington Town Sailing Club, and 17 Fareham Club Members joined rallies from Guildford Sailing Club and the Royal London Sailing Club for a 3 course

meal. We were made very welcome by Lymington Town Sailing Club and enjoyed a lovely evening with great company and delicious food.

Sunday was another beautiful sunny day. Three boats left early for Yarmouth to take part in the interclub round the south of the Island race back. The rest of the rally enjoyed a leisurely breakfast, and the wind picked up in the afternoon so we all had a great sail back to Fareham. The ice cream boat was spotted in Osborne Bay on the way back, so Zircon pulled in the sails and grabbed an ice cream on the way past.

Thank you to everyone that took part in the rally. It was a great weekend, and we look forward to the rest of the summer rallies in Beaulieu, Bursledon and Island Harbour.

FAREHAM REGATTA 2018

Saturday 14th July; the much-awaited Regatta kicked off with the Opening Ceremony at 11am, closely followed by the Under 12 and Under 14 Scouts races distributed across the day and broken



up with many Gig races which kept all of us on our toes. As well as providing top-notch entertainment, the Gig races also displayed a range of colourfully-dressed teams. However no amount of colourful polyester could compete with the paradisiacal array of vibrant, award-winning flowers. After being revived from numerous years of dormancy the Regatta is thriving year after year since its resurrection; excelling at uniting all aspects of the sailing community from the Sea Scouts to members who have been part of the club for over to 40 years.

A tremendous thank you to the incredible team for manning the BBQ from 10:30am up until 5pm, serving mouth-watering hot dogs, beef burgers and bacon rolls, sure to please even the most famished of sailors! They even catered for gluten-free diets. But nevertheless, a hot job for a hot day!

The rest of the evening was topped off with amazing performances from Brigands Brew and Barry's band enjoyed alongside an American Supper between the hours of 6 & 8pm.

However the fun didn't stop there. Sunday 15th July; commencing at 12am with the Dinghy and Lugger Series 3 races, then leading onto the battle for 5th, 6th, 7th and 8th places in the Gig races. Then followed the much anticipated Gig semi-finals and finals, with the men's red and the ladies orange gaining the honours this year as Regatta Champions.



Sealing the event was the Mayor's Regatta Cup and an appearance from the Deputy Mayor for the final Prize Giving.

Ultimately we closed the weekend with a lively performance from the Fareham Creekers accompanied with food from the BBQ and drinks from the Club House Bar.

A perfect conclusion to an exciting weekend!

Charlotte Harling (John Fagot's grand-daughter)

Wonderful to have a young person produce a report. Thank you so much Charlotte. — Ed.