



From the Rear (or how did I get myself into this?)

*Ian Campbell – Rear
Commodore*

In the weeks leading up to the AGM I probably offered too many opinions on too many matters until someone who shall remain nameless (but we'll refer to him as M_) cried 'enough' – figuratively that is.... I don't recall him actually shedding tears.

We had a couple of drinks and before I knew it...well you can guess the rest.

After a night's sleep I awoke thinking, "What have I done?" – "I can't do it" and "Is it my turn to make the tea?"

And so it was that M_ proposed me for the junior flag officer position.

"All is not lost", I thought, "someone else is sure to be proposed, there will be a vote and I can resume my position on the back benches". Well, as you know, they weren't, there wasn't and I can't.

"It's not an onerous job", said M_ "but with neither Race nor Cruise Captains you may have a little extra to do".

So I have rushed around trying to delegate as much as possible thus giving me sufficient time to bask in the reflected glory.

The Cruise Programme for 2009 has been created with care and not a little hard work by the 'Cruising Hub'. My thanks to Fiona Hattersby, Marilyn Campbell, Travis Crossley, Mike Jenkins and

John Walrond. I hope you all (the Membership that is, not the Cruising Hub) take advantage of this excellent programme of cruises both near and far.

The race programme is nearing completion. Thanks to Hubba Haniel for his efforts.

Now I need something from you (the Membership that is, not Hubba).

As in past years there is a rota of security patrols for the moorings out on the river. When you receive the calendar of dates allocated to our Club, please endeavour to volunteer for at least one night on which you can help to keep our river safe from pirates, thieves, vandals and other ne'er-do-wells.

In conclusion I wish you success with all those little and not so little jobs that must be done before launching your pride and joy and let's hope for magnificent sailing weather in the coming season.

And when the wind is on the nose remember – beating is sailing for twice the distance at half the speed and three times the discomfort.

Friday Night Talks in the Clubhouse

Cliff Howell - Commodore

Thanks once again to Mike Burgon for his entertaining talk about his trip to the Azores which was enjoyed by all those attending.

Thanks are also due to the RNLI for their presentation on the use and maintenance of life jackets. It's a pity that some of

our newer and less experienced members were unable to attend as even some of the old salts among us learnt a few things.

Catherine Jones will have given her talk by the time you get this but please don't forget:-

27th February – New Members' Evening – come and meet the New Members and make them feel welcome (small buffet included)

6th March – Confessional Evening!! Come and confess your sailing 'faux pas' and have a laugh at mistakes made by others

13th March – Quiz – hosted by Fiona and Julian Tidd

Ha, ha, ha

Lindsay Chivers

Gordon Brown, Alistair Darling and Peter Mandelson are flying to a world economic summit. Peter looks at Alistair and chuckles: 'You know I could throw a £50 note out of the window right now and make one person very happy.' Alistair shrugs his shoulders and says: 'Well, I could throw five £10 notes out of the window and make five people very happy.' Gordon says: 'Of course, but I could throw ten £5 notes out of the window and make ten people very happy.' The pilot rolls his eyes, looks at all of them, and says: 'I could throw all of you out of the window and make the whole country happy.'
(More 'funnies' next issue)

Ian Winder

Cliff Howell – Commodore

By the time you read this many of you will already know that sadly Ian passed away in the early hours of 18th February.

In common with many of you I have known Ian for close to 20 years and have always regarded him as a dear friend who will be greatly missed by many.

Ian did lots for the Club over the years including serving as Commodore and Cruise Captain amongst other things. I will never forget him as Cruise Captain managing to find, in Calais at short notice, a restaurant to cater for eighty people!

For a time Ian became known to us as 'Windy Tours' owing to the extended cruising he and Ann did in Holland and Normandy in company with John and Carol Cross where Ian loved to lead the way. Vee and I were privileged to join them for a couple of weeks in each of those places. During one of these cruises Carol produced a bright red 'Windy Tours' burgee which Ian proudly flew at the crosstrees. Fortunately Vee and I have many fond memories of Ian but his passing leaves a large void in our circle of friends.

Cruise Programme 2009

'Cruising Hub'

Key: Cruises to be led by:-

MC – Marilyn Campbell

FB – Fiona Battersby

MJ – Mike Jenkins

TC – Travis Crossley

JW – John Walrond

APRIL

10/04/09 – Friday – HW Upnor – 01.38

Cruise to St Katherine Yacht Haven – MC

(LW Sheerness 08.13 – HW London Bridge 15.26)

MAY

02/05/09 – Saturday – HW Upnor 06.58

Cruise to West Mersea – FB
(LW Sheerness 12.21)

13/05/09 – Wednesday
Briefing for Calais Rally – 20.30 in the Clubhouse

20/05/09 – Wednesday – HW Upnor 10.06

Depart for Calais Rally – JW
(HW Calais 09.39)

JUNE

06/06/09 – Saturday – HW Upnor 12.41

Cruise to Harty Ferry

20/06/09 – Saturday – HW Upnor 11.14

Midsummer Madness at Stangate Creek

21/06/09 – Sunday – Lunch at Lower Halstow

27/06/09 – Saturday – HW Upnor 04.50

Commodore's Cruise to Queenborough – MC

28/06/09 – Sunday – Ladies Race back from Queenborough

JULY

01/07/09 – Wednesday – Briefing for Club Holiday – 20.30 in the Clubhouse

05/07/09 – Sunday – HW Upnor 12.17

Rowing Race around trots

08/07/09 – Wednesday – HW Upnor 14.20

Club Holiday to Holland – TC

18/07/09 – Saturday – HW Upnor 09.29

Cruise to South Deep – MJ

AUGUST

08/08/09 – Saturday – HW Upnor 03.02/15.09

Cruise to Stangate

29/08/09 – Saturday – HW Upnor 07.13

Cruise to Pyfleet/Brightlingsea – MJ

31/08/09 – Monday – Passage Race to Upnor

SEPTEMBER

26/09/09 – Saturday – HW Upnor 05.41

Cruise to Ray Gut

OCTOBER

03/10/09 – Saturday – HW Upnor 13.02

Laying up Cruise to Faversham – FB

(For further details of these cruises see your Members Handbook or contact a member of the 'Hub'.)

Bar Duties

Murray Marchant – Vice Commodore

February

11th – John Walrond

15th – Stan End

18th – Alan Smith

22nd – Len Wenham

25th – TBA

March

1st – John Sewell

4th – John Rose

8th – Jim Cooper

12th – John Mason

15th – John Young

18th – TBA

22nd – Tony Whittaker

25th – TBA

29th – Richard Galvin

April

1st – TBA

5th – Jeremy Dennis

8th – Chris Moore

12th – Neil Williams

15th – John Crew

19th – TBA

22nd – Dave Brown

26th – TBA

29th – TBA

If you can fill any of the TBA please contact Murray. To support those doing Bar Duty why not pop along for a chat and a drink!

Design Gaffs

J-P

Everyone knows the most frightening thing on a boat is fire. I was surprised, therefore, to find at the London Boatshow several vessels with aft cabins under the cockpit which had no escape hatch, the only means of exit being past the engine and galley. Where are the two most likely sources of fire on a yacht? As the rep. on the Jeanneau stand was unable to explain I queried the issue with the MCA (Maritime and Coastguard Agency) because they must be certificating these vessels for charter. Their reply was "To code (MGN 280) requires in 14.8.2 that in the exceptional case where a single means of escape from accommodation spaces is accepted, efficient fire detectors should be provided as necessary to give early warning of a fire emergency which could cut off that single means of escape."

Hmmmm, I bagsy the forecabin!

Whilst on the subject, there are still vessels being produced with cupboards behind the stove with doors that hinge outwards. Just imagine being out in a choppy sea, dinner being ready to serve and you find the plates are stuck behind all your red-hot pots and pans. If you are not good at forward planning you had better practise your juggling skills. Sliding cupboard doors have been used on boats since the year dot and in the overall budget would make very little difference.

Come on boatbuilders – have a bit of common sense, you could even give us larger gas bottle lockers so we don't have to leave the spare rolling around in the bottom of the fender locker!

Don't Drop the Champagne

Lindsay Chivers – a True Story!

We used to have a fin keel Cutlass 27 on Rudham called "Sollywogs"! It had been very well fitted out by former Member, Mike Gibson, in his garden in Bearsted. When it came to launching, it was taken by Jim Brett to his yard in Queenborough. Perhaps it was then that the boat's future was decided? The bottle of champagne to be used for the naming was dropped and broken on the quay.

We had fallen behind time and when we left the quay on a strong ebb Mike took the helm to get us out onto the Swale. After she had gone about a hundred yards or so we ran solidly aground and then lay out into the stream and slowly settled. A Good Samaritan, Rodney Hill, who used to sail with Ted Heath, lifted us out into his yard, crew and all, with all the bells ringing on the crane jib, and then put us back in at 1 a.m.

The following morning we took her to her mooring at Harty Ferry. Visiting the boat the next weekend Mike found her filling with water, presumably trying to drown herself before it got any worse!

Mike eventually sold her and several years passed by. Mike's son, Stuart, has a 38ft boat which he sails out of the Menai Straights and was surprised to see his dad's first boat, "Solliwogs" in Caernarfon. The owner had sailed from Burnham round the South coast to the Isle of Man for fitting out for an Atlantic crossing. He called into Caernarfon on his way south to the Canaries. Stuart was invited onboard to see it still had its original layout and fittings. To Mike's surprise he has just received a book written by the owner telling how

he successfully sailed to French Guyana only to be the victim of a lightning strike which sank the boat in ten minutes. Don't Drop the Champagne!

Extracts from MYA Meeting

Cliff Howell - Commodore

Gas Terminal

The advice given is to maintain passage to the south of Blackstakes buoy at all times as tanker movements are not known well in advance, but gas is circulated through the pipes constantly, hence the need for the exclusion zone.

River Works

London Gateway Container Port is on track and will have its own Port Authority. Work in Sea Reach will cause temporary disruption to buoyage.

Navigation Aids etc.

Floating boom at Kingsnorth to protect outfall.

Long Reach mooring buoy now permanent.

Pinup Reach mooring buoy to be laid this month.

Kingsferry Bridge sector light to be changed.

East Swale buoys returned to traditional lighting but there may be further experiments.

Remaining lighter at Rochester will be removed shortly.

Contractor being sought to keep Upper River clear of debris.

Medway Approach

New channel for small ships to the south of existing channel has been marked with five lit buoys.

Coming Up

March – Friday Night Talks etc. (see page 1)

**April – Cruises begin!
25th April – Fitting Out Supper**

(Apologies – no pictures this month – but I hope you agree, lots of good information – many thanks to the contributors)

Copy for next issue to

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