



**Port Solent  
Yacht Club**  
Founded 1990

***AFFILIATED TO THE***



# ***THE BURGEE***

***PORT SOLENT YACHT CLUB MAGAZINE***

***NOVEMBER 2021***

***PSYC.UK.COM***

***Send contributions to the Editor***

***tony.firth@talk21.com***

## Commodore's Report

Mike Kirkham (*Saskia*)

As we draw near to the end of the year the rally programme is over for another season. The rear commodores Graham and Nick did a good job getting 17 of the planned 21 rallies delivered during a year that was again impacted by shutdowns. It is usual for the Club to lose 15% of its rallies to the weather; this year was no different with the unfortunate loss of what should have been our biggest rally ever. Still thank you to the RCs for a job well done.

As we move into winter, we plan to deliver winter talks, winter walks and club nights to keep us all entertained and engaged. In line with the Club Poll we are increasing the number of winter talks and activities, We have the Royal Navy presenting to us in November, a Radar specialist giving us a talk in December, a talk on the *SS Great Britain* in January all on ZOOM. The Marine Accident Investigation Board will be giving a talk at the Port House in February. Additionally, we are planning to organise a quiz night and, if we can, a sea safety talk, all before we start the new season. Along with these events we will continue to have our monthly Club nights. Following feedback from those members who attend these nights we will be having some evenings at other venues around Port Solent. Some of these will be planned meals, the first one being in December where our club night will be at the Port Solent Indian restaurant. To conclude our winter offerings Gail (Social secretary) will be leading walks around the Portsmouth area. This is a great way to see and learn more about our local environment. More details can be found on the Website.

October was the date for our Club AGM, the turnout was poor and, although all the necessary business for the day was completed, more member participation is needed to ensure the successful running of the Club. To this end the committee will review an alternative day and time for next year's AGM; if you have an opinion, please talk to a committee member, or email me or the Club. We were successful in recruiting Club members to cover all the roles within the Committee. The AGM presentation was recorded, with a copy being available in Dropbox; a link has been sent to all members so if you want to see what was presented, you can.

I would like to welcome the following new members to the Club, Andrew and Gail on *MAK11*, Mike on *Fandango*, Jeff on *Pure Spirit*, John and Mabel on *Silver Cloud*, Pam on *French Maid*, Alison and Martin on *Pikorua*, Stephanie and Steve on *No Faffing*, Bob on *Rovia 3*, Adrian on *Active Day*, Richard and Carole on *Thomas Hardy*, John on *Reef Knot*, Colin on *Skoolie Too*, Dave on *Sea Dream*, Danny on *Sharksea*, Peter on *Christina* and the following social members Jude, Chris and Deborah, Steve and Dawn, Jan, Peter, Brian, Margaret, Dave, Chris and finally Suzy our newest member.

One more year for me as Commodore after which I will once again be spending 6 months of each year in Australia and fulfilling a role on the Committee will not be possible. I should like to thank you all for your participation in the Club activities and wish you all a merry Christmas and a happy new sailing year.

Commodore Mike

### **New Committee Member: Adrian Crace**

Hi everyone. I thought I should provide a small introduction. I'm happy if all call me Ade and most people do. I've been boating since 1998 - started with a 4.5m rib, currently on my fifth boat - a Sealine F37 *Never Enough* which I have had since 2017. I live in Markyate near St Albans; still working for a US IT recovery company. The boat is moored at Trafalgar Wharf, which allows me access all the year round. I'm looking forward to meeting new members on the 2022 rallies, particularly the trip to France if you're on that rally. Please feel free to reach out if you have any queries.



## Island Harbour Rally

Russ and Sharon Stuart (*Legato*)



We had ten boats on Friday and fifteen on Saturday for another terrific PSYC rally, this time to the delightful Island Harbour, a couple of miles to the South of Cowes on the Medina River.

Friday's weather was lovely and sunny but mightily windy with gusts well over 20 kt. This led to nautical demonstrations of how a keel boat fares slightly better when berthing, whilst the motorboats – for the

large part – dance over the water in a freeform manner testing their owners' wits and bow-thrusters. These were challenging conditions so many of us were there to take ropes and shout the usual unhelpful and contradictory advice.

Nothing could top *Cooper Buoy's* arrival. In danger of colliding with *Memsahib XII*, Nicky decided to abort the approach and gave it plenty of revs to move away. As the boat leapt forward poor Richard got dumped off the back and into the marina. Fortunately, he was unharmed and his lifejacket duly inflated. Nicky then berthed the boat on her own with the help of a good many pontoon-based PSYC members. Richard's dive off the boat isn't going to trouble Tom Daley but he did get lots of kudos for entertainment value.



The entertainment continued on Saturday with Simon (a guest on *Legato*) 'volunteering' to climb the mast to fit a new bulb in the steaming light. A small crowd gathered to shout more helpful advice/encouragement and lay bets on his likely survival. He made it back down but, sadly, a new bulb did not fix the problem.

Island Harbour has a large, grassed, barbecue area which was ideal for us to gather for early evening drinks on both days. The obligatory rally photo has most of the attendees in it and some even looking in the right direction. It isn't shown here as the Editor won't use out-of-focus pictures.

On Saturday the early evening drinks were followed by good food and convivial company in 'The Breeze'. Commodore Mike finished the proceedings off by saying a few words but we didn't let that spoil our evening. Joke – just a joke Mike! Honestly, just a joke.

Sunday brought even more wind forecast for the afternoon. Due to the tidal nature of Island Harbour, there was a choice of a crack of sparrows start (0600) if you wanted to avoid this or take your chances with the wind mid-afternoon. The fleet split with many gone before the rest of us had surfaced. A couple of boats took the sensible option of staying on for a few more days.



The sailboats mainly arrived back in Port Solent late afternoon when it was blowing a five, gusting six. Berthing was so much fun.

There were 36 of us on Saturday (and three lovely dogs). It was great to catch up with friends old and new.

Many thanks to Hilary & Mike, and the Rear Commodores Graham and Nick for planning and booking such a comprehensive programme of events. This one was a cracker.

## Commodore's Tip

Mike Kirkham (*Saskia*)

A little magic always helps. During the winter months when boats tend to be left for extended periods, whether in the water or on the hard, we all get a build-up of green mould. This mould especially likes damp canvas and those areas where natural drying does not take place. Both power and sail boats suffer from this problem and, although it happens during the winter, it can also happen in damp summer weather. There are a number of products that can be used to resolve this problem but the best



solution I have come across is Patio Magic. Yes, the common and garden stuff sold by B&Q and other hardware stores for cleaning patios and external household areas. Simply follow the instructions on the container using the correct ratio and using either a sample spray bottle or a commercially available sprayer, spray the offending areas of you boat, leave overnight and then hose off to wash away the mould and bring your canvas back to it best. If you are doing it before you leave your boat for a few days, rain will do the same trick in cleaning off any excess spray. I use mine to clean my back patio and driveway but you can buy "Patio Magic" in small containers too. I also use it on the soft top of my car with similar results. Editor Tony, and others blessed with ageing teak decks, use Patio Magic applied with a watering-can to clean and brighten the decks without damaging the wood.

## Going Foreign in 2021

Steve Jacobs (*Echo of Wight*)

This year's French cruise was a little different for *Echo* and ourselves. Last year we only had the Covid restrictions; this year we had Brexit as well.

The Covid requirements for visiting and returning from France are clear and easy to follow: proof of two vaccinations and an attestation that you haven't got Covid and haven't recently met anyone who has it. No tests needed. We also downloaded and installed the French "Passe Sanitaire" app. Coming back, you need to take a test before leaving France and to have a test booked for when you get back. Complete the UK passenger location form and that's it - all pretty simple.

The requirements for visiting France by boat post-Brexit are not so clear. Lots of rumours that you have to go to a French port of entry, but nothing clearly documented and very few boats making the trip. We planned to go to St Vaast, which is not a port of entry. I completed an on-line form (from St Vaast's website) with boat and people details and emailed it with a covering email to the PAF (Police aux Frontières) at the nearest major port (Cherbourg) giving our intention of going to St Vaast and arriving some time on August 20th.

A couple of hours later I got a call from the PAF to confirm that was OK and they said they would drive to St Vaast after we arrived to check us in and stamp our passports. We also completed the form to send to the UK border force to say we were leaving the UK. By post, as they don't seem to have email.



Jules and I left Gosport on the morning of the 20th and got to St Vaast at about eight o'clock French time. Plenty of space on the visitors' pontoons, harbour office closed for the day. We went to the harbour office to register the following day. No interest from the harbour office apart from payment. The PAF were due to come to check us into France but sent us a message to say they weren't coming. Unsure what that meant, I phoned. They said they might come the following day. OK, so are we free

to leave the boat? Not sure they said, phone back in five minutes and we'll let you know. I called back. It's fine, you can do whatever you want and we'll call you to let you know when we're coming. They arrived the following morning, stamped passports, checked Covid stuff and said when we leave France, let them know and they will come and check us out. Didn't come on board. We actually came back from Cherbourg and walked round to the PAF office to get checked out. All in all, the process was fairly relaxed.

St Vaast is a large village with a fishing harbour and marina, normally very popular with UK boaters. The easy gated entrance has access a couple of hours either side of high tide. It opens day and night but I wouldn't recommend entering in the dark due to the large number of lobster pots on the approaches. As you enter the harbour there is a sign on the



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starboard side advising you where to moor, according to your boat size. Several shops, restaurants, bars and a large supermarket meet the needs of most visitors. St Vaast is also home to Maison Gosselin, a well-known épicerie and certainly St Vaast's top tourist attraction.

We left St Vaast for Cherbourg. A popular destination for South Coast boaters and the best option for a first-time Channel crossing. It's 75M from Port Solent, accessible at all times and in all weather. Facilities are excellent with several chandleries,

various boat services and lots of visitors' spaces. As at St Vaast, a large sign on the starboard side tells you where to berth. Twenty percent discount rates are available for all PSYC members.

We left Cherbourg for Dielette, 25 miles away. Dielette has an outer visitors' harbour and an inner marina with visitors' pontoons accessible over a lifting cill. We usually stay in the outer harbour, normally accessible most states of the tide with a minimum depth of two and a half metres. The entrance to Dielette used to dry to about a metre above chart datum and isn't buoyed. Lots of lobster pots and you need to keep a decent look out, especially as the tide runs very quickly and drags the pots under the surface. Night entry is risky.



We entered close to low tide, (which on the day was about four metres). we were well inside the harbour, close to the mooring pontoons, when we came to a gradual stop – we were stuck. Not much to do except wait for the tide. A large RIB came over and offered to try to tow us off. We declined the offer with thanks - towing a boat off a sandbank even on a calm day risks damage. After a couple of hours, we floated off and moored up. Happily, there was plenty of water on the moorings. The harbour master apologised for the two-metre sandbank that



had built up inside the harbour since our last visit two years previously.

We left Dielette for Carteret, some fifteen miles to the south. Best time to arrive is about 1½ hours before high tide. When the cill opens there is a very strong current for the first half hour. Spring tide range is ten metres so the water level drops quickly after high tide and the approaches dry for some distance.



Carteret is very popular with Channel Islands boaters (as is Dielette) and gets busy on summer weekends. Fortunately, the harbour has been expanded in the last year and the number and quality of visitors' spaces has greatly improved. Carteret is a French port of entry and should have a passport office; however, the ferry terminal including the passport office has been closed due to Covid. The PAF offered to come to Carteret to stamp

us out if we made an appointment. We were planning to return to Portsmouth from Carteret, but the weather and tides made Cherbourg a better choice.

On approaching Cherbourg, I was interested to see a number of military vessels and a helicopter overhead. As we entered, we were called by port control and told we couldn't enter. Why not? Diplomatic incident. OK, when can we enter? We'll let you know. Go to the west side of the Grande Rade and wait. We did and after a few minutes a military boat came alongside and said when they said go west they were thinking of a lot further than 200 metres We moved a bit further and waited.

After about an hour a boat came out of the military port with an escort of other boats and a helicopter, heading west. Port control said we could enter. We found out that there was a boat carrying nuclear material to Japan and there had been a lot of protests, including a flotilla of protest boats.

We stayed in Cherbourg for a few days. When we were ready to leave, we walked round to the PAF at Rue Dom Pedro to get our passports stamped out. They asked when we were leaving. We said maybe tomorrow. They stamped our passports but said the date section of the stamp was broken but we could write it in ourselves.

Leaving Cherbourg the following day, we got back to Port Solent and called UK border force yacht line to check back into the UK. Told them the boat name and our names. Have you got anything illegal on the boat or anyone who needs to clear immigration? No. Is VAT paid? Yes. In that case welcome back to the UK. So, all in all the Brexit formalities were straightforward, the French were very helpful and the British process easy to follow, although the limited number of visiting boats from the UK helped. Once the number of visitors increases after Covid, it may be different.



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## Poole Rally

Peter & Carolyn Selley (*Karolina*)

Friday 27th August marked the beginning of this year's August Bank Holiday, and the date on which the PSYC converged from various departure points to gather at Poole Quay Boat Haven.

The final restricted number of 22 boats diminished to 19 on the day, made up of 7 Sail and 12 Motor. Those crews who could spare the time had a two-night stopover in Lymington en route, so the yachts developed various cunning passage plans to juggle the tide, particularly through Hurst Narrows.... two boats enjoyed morning coffee anchored off Keyhaven!

Given the lack of wind and calm sea, most yachts chose to motor-sail. Taking this together with the predictability of motorboating from Lymington or from Port Solent, the result was equally predictable.... Pontoon drinks promptly at 6pm as is customary.

Saturday started on a disappointing note in that the long-standing and eagerly-anticipated tour of the RNLI National Training College had been cancelled because such tours had not been reinstated post Covid. That said, the RNLI HQ was the chosen venue for our Saturday Dinner for 42 members and guests. Pre-dinner drinks were taken to table or, even better, taken outdoors on to the terrace overlooking the Harbour; a lovely atmosphere on a pleasant evening. The meal itself comprised three courses served in the private dining room; feedback to us confirmed appreciation of an excellent evening.

As there was virtually no uptake on the idea of an organised trip, Sunday was spent in the customary way with groups or individuals choosing from the variety that Poole offers: a trip to Brownsea, a fair walk to Sandbanks, cycle rides, taking in the town itself, or even surveying the scenes on the Town Quay from the peace and relaxation of the cockpit area or sundeck - what a life!

A good proportion of members chose to finish their visit with a Greek meal at a restaurant actually owned and run by a genuine Greek! Another successful meal with varied dishes was much appreciated.

You all know the phrase "All good things..." and Monday dawned with sights firmly set on the return to Port Solent (and elsewhere). A somewhat lumpy sea together with a wind direction opposing the favourable tide resulted in most of the yachts sailing part way and a combination of motor-sailing and motoring the rest. By mid to late afternoon, everyone was safely tucked up alongside their home berth, reminiscing upon what had been a great four days (and for many, a great 6 days).

Watch this space folks! - Plans are already in progress to do something similar next season, probably one day shorter but hopefully including the RNLI tour.

A rally is never a rally without the participation and social interaction of all present. My personal thanks to all of you who made the August Bank Holiday one to remember with fondness and camaraderie.

## Call me Michael ...

Mike Kirkham & Hilary Tyler (*Saskia*)

Our adventure starts one Wednesday morning early, just before 0700. I awake to check the wind forecast; the Admiral awakes for coffee. Discussions are held about the rising wind and a decision to stay home is made. I can now relax, no boat-handling for me today. News Flash: we did move from sail to power for days like this, the Admiral has reconsidered and off to Yarmouth it is. "We can just get there before the wind" she calls down from above as she hastily gathers the last of her accessories. Boat quickly readied, lock called and off on our travels we go. Yarmouth harbour is made safely about 30 minutes after the arrival of stronger-than-forecast winds. Berthing - no problems! she calls as I fight to control *Saskia*. Yachties appear from everywhere to cause obstructions in the harbour to aid navigation skills training. Finally tied up on a pontoon the Admiral is full of praise, "get the electric on - I need cuppa" she calls. With the rising wind and heavy seas, only a handful make the rally and after a wild and windy night the ongoing rally to Portland is reluctantly called off. Extra nights organised and paid for we await a calming before heading home.



Unfortunately, the Admiral has a better plan, Guernsey have uploaded news on their website. If you can arrive before Tuesday their entry requirements are relaxed. We have our vaccination details online. Uploading all of our details into the GGuernsey travel app, we can head south. A quick calculation delivers a 4-hour trip via Casquets and Little Russel. The admiral starts scanning the forecast for the required window. Window found and we are off to Guernsey on Sunday,

leave at 0810 and we have until 1300 to get in before the wind returns. Bumpy, not at all in a 0.8m wave on a 1m swell but off we go out of the harbour, turn to port and run to the Needles, all good so far. Change heading to 210 and head for our waypoint off Casquets. Yes it was bumpy, but after all those days in lockdown a few waves aren't going to stop us. 3 hours into the passage, having negotiated the TSS we reached our waypoint and turned towards Little Russel and our safe haven.

The sea eased as we came into the shelter of the island and the last ten minutes were quite pleasant. The Admiral quickly raised the yellow Q flag. Turning into St Peter Port, we were greeted by the harbour master. We were directed to the outer waiting walk-ashore pontoon and instructed not to venture ashore until we had passed the quarantine requirements. On shore was a marquee and a guarded exit. Having arrived at 1230 we had to wait aboard

and were escorted to the quarantine section. Asked to show our Aps which now had a blue square on the welcome page, we were given yellow wristband and told we could now go ashore, showing the bands to leave and re-enter the walk-ashore pontoons. Next morning, having topped up the tanks with cheap diesel we crossed the bar into Victory Marina. On completion of the customs form we were free. Job done; me and the Admiral then removed our Q flag and our wristbands and had free access from the pontoon to Guernsey. After 10 days of fun, we planned our return passage ... but that's another sto-

## SOCIAL PROGRAMME

This is my first programme as Social Secretary which takes us from November 2021 to April 2022. You will see that there are currently a few gaps which I will update via the website as soon as I have the information to hand.

Please can I remind everybody that if you would like to join in any of the events, please could you go to the website and book yourself in: guests are always welcome – dogs too on the walks!

## Winter Social Programme 2021 - 2022

Date	Venue	Activity (for details see website)
Fri 5th November	Port House	Social evening
Tues 9th November	Zoom	Winter talk: Royal Navy
Sat 27th November	O Sole Mio	Christmas Party
Fri 3rd December	Prachee	Social evening with Indian meal
Sun 5th December	Local	Winter Walk Portsdown Hill at 1030hrs
Wed 8th December	Zoom	Winter talk: Radar
Sun 2nd January	Local	Winter Walk Fareham Creek at 1030hrs
Fri 7th January	TBA	Social evening
Thurs 20th January	Zoom	Winter talk: SS Great Britain
Fri 4th February	Port House	Social evening: details to follow
Sun 6th February	Local	Winter Walk: details to follow
Sun 20th February	Port House	Winter talk: Nick Hance: Principal, Marine Accident Investigation Board
Fri 4th March	TBA	Social evening
Sun 20th March	Zoom or Port House	Winter talk: TBA
Fri 1st April	TBA	Social evening

I hope you will join me on some of the above events and look forward to meeting online or in person depending on the venue.

*Gail Leaver*



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## Hythe Rally

Cathy and Dave Riley (*Spree*)

The learning curve for our Rally Leader task was vast and steep. There were a few initial hiccups with Hythe Marina who had changed management since the original booking and had lost trace of the original booking on a computer they couldn't access! Thanks to our skilful Committee members who quickly sorted it out.

Dave and I took a day trip to Hythe to sound out eateries after our first choice, Thai Cottage (a family-run restaurant), turned out to be closed for a family holiday that week. Friendly locals pointed us to Seashells Restaurant, another family-run business with spectacular views; we had a test lunch and quickly made a provisional booking.

The rally turned out to be an all-sail event. *Karolina* had to remain at home but happily Peter and Caroline drove round to join us. Val also had to remain at home with her damaged foot and Tony to support her. I hope you are on a fast recovery road, Val - we toasted your good health at the table.

The weather was exceptionally good and the pleasant walk to and from the restaurant was in a Mediterranean atmosphere. We had two booked meals out. Tuesday was at Seashells which served excellent food and their friendly and efficient service provided a relaxed, happy atmosphere in spacious surroundings. On Wednesday evening we had pre-dinner drinks on board *Spree*; the heavens opened but this didn't do any harm to the happy rally mood. The Boathouse served us well but please beware of the strawberry thief. Hilarity at the table went on till they asked us to move into the next room whilst they set up for breakfast.

A great sail back completed what Dave and I thought was a successful rally and we'll happily do the same again next year.

## Could you contribute material for The Burgee?

Yes, you certainly could! Whether it's a description of an unusual trip, solving a boat problem, seamanship skills, cooking on board, photos.....or anything boating-related.

Just a few tips to make things work smoothly:

**Text:** Provide text in a standard file format such as .docx  
Please don't send it as the text of an email. That often builds in format features that are hard to remove  
Keep layout simple. Single line spacing, single space between sentences.

**Pictures:** Photos should be in standard formats such as .jpg  
Good pictures in portrait format are particularly useful for the front cover  
Please don't assemble a picture as a montage of photos, labelling etc. These always move out of place during transfer to the DTP software

**General:** PDFs are not acceptable for text or illustration as they can't be edited

Please email material for publication to [tony.firth@talk21.com](mailto:tony.firth@talk21.com)

If you want to discuss anything Burgee-related, please phone me on 07976284587