



LYMPSTONE SAILING CLUB

February 2022 Newsletter

Tips for Fuel Security

Petrol - As you will all now be aware, we have E10 fuel at our pumps. This means twice as much ethanol in the fuel as before. Ethanol absorbs far more moisture out of the air than petrol. The advice is to shut your tank breathers whenever possible. Try to buy smaller quantities of fuel and refresh the whole tank more often. Another good tip is to add fuel stabiliser to your petrol. I use Stabil, (other brands are available!) The old E5 petrol is still available at some stations, but the care and attention of your fuel still remains the same. For topping up fuel tanks on portable outboards for tenders etc, use a funnel instead of the screw on spout. Water and debris sits on the bottom of a Jerry can. If you pour fuel slowly, any contaminants will remain in the jerry can and not get transferred into the outboard tank, especially if you leave the last cupful in the Jerry can. However, if you do use a screw-on spout, you have to tip up the Jerry can much higher and the fuel is agitated by air, so contaminants will transfer to the outboard! For larger, fixed outboards, it is advisable to have an in-line fuel/water separator installed to take out contaminants before they get to the engine. For portable fuel tanks, you can remove water and debris quite easily by pouring the fuel into clean buckets, making sure you get the last drops out. Then using a funnel, slowly pour the fuel back into the tank leaving the last cupful behind in the bucket. You will be surprised what you have just removed! Diesel fuel is a little easier to manage in the damp environs of our craft. It is important to top up your tank over winter to minimise condensation forming. The past few years there is less sulphur in diesel fuel, which is what used to keep bacteria and algae from growing. It is still advisable to add biocide to your diesel, but it has been found to be less effective and algae can still grow in today's sulphur poor diesel. Therefore, like petrol, it is good to refresh your whole diesel often if possible. Run the whole tank low before refreshing with new fuel instead of constantly topping-up the tank with smaller quantities as the fuel will slowly become more stale and more prone to bacterial growth. Many diesel tanks have a drain tap at the bottom, so each year a sample should be taken to see if water and algae is starting to form. If your tank has no tap at the bottom, you can tape a clear 6mm pvc tube to a wooden dowel and dip it down to the bottom of the tank through one of the top fittings. You can then suck up a sample of fuel in the tube. The tube must be clear so you can see the fuel approach and stop sucking before you taste it!! If you have some algae growth, it is advisable to shock the tank with biocide and have a good number of primary fuel filters on hand. Perform regular filter changes as the algae breaks up and gets sucked towards the engine. Hope that helps! Happy boating folks!

Rory McDougall

Commodore's Corner

Firstly, a big thanks to everyone who has renewed their membership for the coming year - for those of you that are still to renew, don't forget that you have until the 12th February to get the early bird rates! The new season's programme is almost ready with all the old favourites and a few new events. In the meantime, we have already had some fantastic Friday talks from Katie McCabe and Jenny Moon with more to come - a big thanks to Sophie Cocks for organizing the programme and Claire Belcher for technical back up allowing us to host these as "hybrid" events. We are also offering Mariners' Munches Friday lunch time, please come along - it helps us plan and minimize waste if you book, but please come along anyway. You will soon see a plaque with a QR code on the wall outside the club which will link to relevant material about the area on the village website. While researching something to write about the history of the club I have been flicking through LSC Newsletters from 2004-2014 and it is interesting to see the ebb and flow of activities in the club. There are some perpetual activities which continue - craning in craning out, race results, winter talks - and constant appeals for volunteers for the committee (so nothing new there then!). Many active members feature throughout the articles and are still active today - mentioning no names (but there are some good photos)! Some activities seem to come and go - I just remember the winter walks programme - does anyone fancy resurrecting this? And sail training, which the committee is discussing currently, has come and gone. As in any organization the activities reflect the interest of the club's current active membership - so if you think we could add to our programme please volunteer your ideas and a little of your time.

Cheryl

Booking the Clubhouse

The LSC Clubhouse is available for booking for a Member's personal function, a Lymptstone Village organisation or a commercial organisation. Prices are £35 for first 4 hours and £7 for each further hour. All other bookings, including Commercial organisations cost £50 for first 4 hours and £10 for each further hour. (Please note that for all bookings, an LSC member must be present throughout the event). Full details and the new online booking form can be [found on our website](#).



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LSC Contacts

Commodore Cheryl Scudamore

Vice Commodore Claire Belcher

Membership Nick Walding

Secretary Jim Trice

Rear Commodore. vacant

Treasurer Adam Rejzl

Newsletter Margaret Turgoose

Website: lympstonesailingclub.co.uk

DIARY DATES

Sat 29 Jan 19:30 Dinner at The Swan

Fri 18 Feb 19:30 Sailing USA by Polly Jarman

Fri 4 March 19:30 The Old Tides by Brian Mather

Fri 18 Mar 19:30 Music Quiz

Wed 20 April tbc Craning afloat (tbc)

Social Activities

Mariners' Munches Fridays: 7th January to 25th March 12 - 1.30pm: There is no need to book in advance, but do put it in your diary to come down. It is an event enjoyed by all ages; retired people, people working from home and parents with preschool children. It is contactless payment. Homemade soup with bread £2.50, sandwiches £2.50, dessert £1.50, tea or coffee 50p. Best value lunch in Lymstone and latecomers can be disappointed if we run out of choices! We plan to have some gluten free rolls available in the freezer if needed. **ANYONE AVAILABLE TO HELP ON 4TH FEB OR 11TH MARCH PLEASE CONTACT ME judith_carter@hotmail.com.** You will not be on your own - someone else with experience, (probably me) will do it with you. Gluten free rolls can be provided.

Friday Talks: Friday 18th February: Sailing USA by Polly Jarman, **Friday 4th March: Brain Mather, The Old Tides (videos of Lymstone)**

Friday 18th March: Music Quiz

Judith Carter

Lymstone Sailing Club actively encourage members to take a Lateral Flow Test before attending club events.

Membership Renewal

Just a quick note to say that so far we have retained two thirds of last year's membership which is fantastic! Thank you to everyone who has renewed so far. And for those of you who haven't renewed yet, the early bird discount won't be around forever and you have until midnight on February 12th to make use of the discount before the fees go back to full price. If you have any questions please do get in contact via membership@lympstonesailingclub.co.uk. **Nick**

Walding Membership Secretary

Harbour Board

Further to the paragraph in January, the Lymstone Fishery & Harbour Association holds its AGM in the Club on Tuesday 15th February. Doors open 7:30 pm for 8pm start. The Bar can operate before and after the AGM proceedings if a volunteer steps up. AGM details will be posted on the LF&HA Noticeboard from 2nd February. **Richard Crisp**

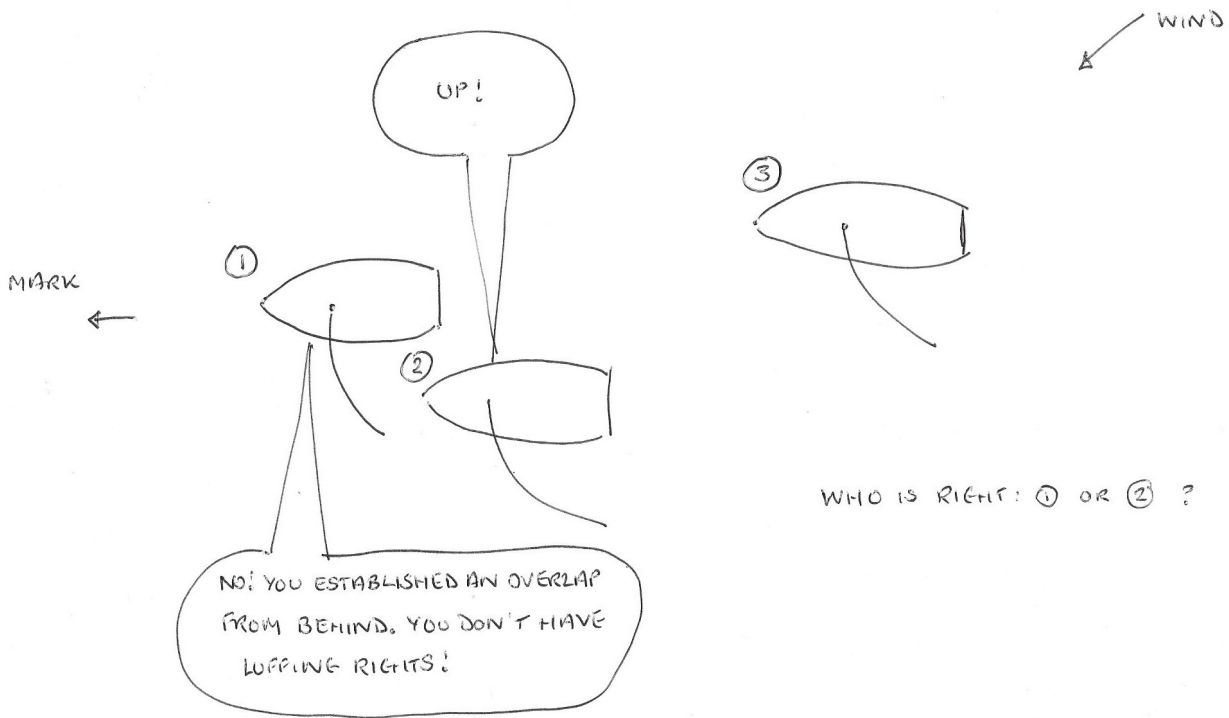
First Aid Course

RYA First Aid Course, Sunday 27th March 9.15 to 5pm. Details to follow. Contact Judith if you want to reserve a place, judith_carter@hotmail.com



How well do you know the rules?

Dougal has set this puzzle to test our knowledge of the rules of dinghy racing. See answer on page 4.



Out of the Exe and Turn Left (John goes adventuring again...)

Lymestone to Weymouth

I am taking Holly Blue to the Solent, weather permitting, at the end of July to celebrate the 60th Anniversary of the birth of the Elizabethan range of yachts in Lymington. Should anyone like the idea of turning 'left' out of the Exe instead of the normal 'right' it might be useful to record some planning considerations, which I find helpful. Leaving the Exe my first port of call is generally Weymouth or, if anchoring, Portland Harbour - about 45 nm away. In suitable conditions there is Lyme Regis or West Bay if shorter legs are wanted. From Weymouth I go directly into the Solent or, wind permitting, into Studland Bay and from there into the Solent. The leg to Weymouth includes rounding Portland Bill and its fearsome race, which you go either inside or well outside. This is the most critical tidal gate in the passage. To avoid the worst of the Portland Race and to have a bit of help from the tide, I usually go inside the race, where the window for rounding, going east, is HW Plymouth -2 to HW +2. This gate needs to be taken seriously and I normally try to get there at the start of the window in order to give me a bit of leeway if I don't make the speed that I had planned: slowing down is not a problem! This determines when you leave the Exe as the distance from the SWM to the Bill is 37 nm and at an average of 4 1/2 kn this takes 8 hours: although this may need a little bit of mechanical help from time to time. This dictates when you leave the Exe and when you leave Lymestone. If these departure times are not suitable or inconvenient I go round to Ansteys or Torquay the previous day so that I can leave at any time irrespective of tide times. But it does give a slightly longer trip - 39 nm from the Ore Stone to the Bill.



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The Pilot recommends that you aim to hit the Bill about 2 miles north of the actual Bill itself, to allow for the tides, which run strongly southwards, and avoid the risk of being swept into the race. I normally aim to hit it much less than this - say 1/2 nm- and then adjust my course if I find myself being set south too much as I get closer. They also advise not to go inside the Race with winds of F5 or more: I hesitate if they are high F4. The alternative is to go 3 to 5 nm off and go outside the Race. Fine if you have crew, as it adds an hour or more to the trip, and being single handed I prefer to wait for more suitable weather! When rounding the Bill keep the proverbial stone's throw off the land! It really is as close as that, but do watch out for fisherman's buoys: they can be hard to spot if dragged below the water by the tide. After rounding watch out for occasional rock ledges. Procedures for berthing in South Coast harbours have all changed since Covid, so it would be prudent to phone before going, in order to book a berth. I normally stay in the 'Cove', close to the town centre and just before the lift bridge on the left hand side and spend a day in Weymouth to recover from what was 11 hours sailing the previous day (1 hour out of Lymestone 8 across Lyme Bay, then 2 into Weymouth).

Weymouth to the Solent

Ideally I leave Weymouth against the end of the west going tide to get to St Albans Head as the east going tide starts, which will then push me all the way through Hurst Narrows into the Solent. The tide is light in Weymouth Bay but be aware that there is a firing range at Lulworth and you may need to stand well out into the bay before going back to St Albans. There can be a nasty race off St Albans Head: I nearly got caught in it some while ago being 5 metres off almost vertical waves. Needed flat out motoring to keep clear! From Weymouth there is the option of going inside the race by sailing close inshore from St Albans Head to Anvil Point or sailing round the outside of it. If going to Studland or Hurst via the North Passage, I try and go inside the race. If going via the Needles Channel I use either course depending on conditions. Studland is an excellent overnight stay. If you're lucky you will find a visitors buoy laid by the local hostelry, which they are happy for visitors to use provided they either eat with them or make a donation to the RNLI. Otherwise there is plenty of space to anchor. Going into the Solent the tidal gate at Hurst is important as it can flow hard and I don't fight it once it is flowing. Also beware 'the trap', a small area of overfalls just south of Hurst Castle; unlikely to do damage except giving you a good dousing of cold water! When going to Hurst from Studland I generally use the North Channel leaving North Head buoy to starboard and then closely following the Hurst Spit shoreline until reaching Hurst Castle. Once through Hurst, you are in the Solent and have all the Solent harbours within reach. Lymington and Yarmouth are immediately within easy reach, although both should be contacted first to check there will be space. Alternatively there is a good anchorage immediately behind Hurst Spit, provided the wind doesn't make this risky or uncomfortable. I should comment on the need to prebook a space in many marinas and quays. This is new since COVID and I am not necessarily up to date with it. However two years ago it was fairly unfriendly for sailors: need to prebook and prepay: no refund if you failed to use the booking, irrespective of reason: and requirement to leave at end of booking, again irrespective of weather. Hopefully these requirements may have relaxed a little: doubtless I will find out! Hope to see some of you in the Solent this year: good sailing! **John Baynes**

(John, I am filled with admiration for your derring do, Ed.)

Racing rules - the solution

When (2) became overlapped to leeward of (1) having approached from behind, (2) became right-of-way boat, because a boat to windward gives way to a boat to leeward when they are overlapped and on the same tack. (2) may not sail above her proper course though, because she established the overlap from astern. In the diagram, (2) is trying to luff above the course to the next mark, and (1) is telling her she may not do so. However, (2)'s proper course is defined as the course that she would sail if (1) were not there. In this case, she would sail higher if (1) were not there, in order to keep her wind clear from (3). So she is not trying to sail above her proper course, and she is entitled to luff higher.