

The R N V R Yacht Club

NEWS UPDATE

Summer 2009

By the Commodore

We are now well into the sailing season and as we go to press, the Summer Cruise will be underway with 13 boats and over 40 club members and RNSA guests sallying forth to sample the delights of the Cote d'Albatre. Let us hope that this year the weather does not impact the cruise to any serious extent as it has in the past two years – third time lucky?

The club events so far this year have been well attended and very successful. It has been good to see some of our newer members at these events as well as the usual suspects. However there is almost always room for a few more to attend our functions and the Committee are looking at ways of reaching out to our missing members and engaging them in the club activities. The highly successful East Coast and Humber Meets in May organised by Rear Commodore David Whitby and Sue Walker respectively has shown that the Club can reach those parts of the sailing world that have not had club events for many years.

The attractions of Thames Estuary are to be tested by several Solent based boats after the Summer Cruise when they first negotiate the Thames and visit St Katherine Dock in late July. Join us if you can by sea or car as a couple of informal Club functions are planned for week commencing 21 July.

Behind the scenes, a working party led by Rear Commodore Stuart Handley with Hon Secretary Nic Block and Sue Walker is finalising the development of a new membership data base which will subsume several other data bases that have emerged over the years. Let us wish them success in this task which, when completed should assist the functioning of the club well into the future.

We still have a full and exciting programme of events ahead including the Deauville Rally, the Autumn Rally at Lyminster, the Laying –Up party at Hornet (which coincides with their Halloween Party), the Annual Dinner at the RAF Club and finally the Christmas Party. I am currently awaiting confirmation from Kensington Palace as to whether our Admiral Prince Michael of Kent will be able attend either of these latter events.

The formal links with Hornet SC are proving to be most fruitful. Our informal links with the Royal Thames, Royal London, Royal Naval Club and Royal Albert YC in Southsea are also proving successful and I would commend you all to use these Clubs as much as possible in the appropriate circumstances. The recent Haslar Creek Rally (aka our June sailing week end) with the Royal London demonstrates the benefits that can accrue from such links.

On a closing note, at the Haslar Creek Rally, I noted the Royal London was represented by a high proportion of motor yachts – some particularly impressive. At our Spring meet in Island Harbour we also welcomed a couple of motor yachts in our flotilla. Now I am not advocating we all trade in our sailing craft for motorboats, especially in view of what has happened to red diesel in the past year, but I would like to encourage more of our motorboaters to join with us in our activities afloat.

After all, if some of our sailors check their log books, I think they will find that most sailing boats have the “steel spinnaker” chugging away for more than 50% of the time underway.

I can now declare my hand, a small picnic motorboat “*Pelican*”, is now at our mooring at Pelican Wharf Christchurch. Regrettably *Alouette* which draws 1.7m cannot visit my home port and there is also the slight problem

of a bridge being in the way! Have a splendid season afloat.

Mike Morgan

David Beaton Commodore 1981-82

David died recently at the age of 78 after a long and brave battle with cancer. He was a perfect gentleman and a charming caring person, totally unflappable and calm in whatever situation he might have found himself. I never heard him raise his voice or swear in the 40 years that I knew him, considering some of the instances that occurred, particularly on yachts, this shows the type of person he was!

David Douglas Murdo Beaton was born on 12 March 1931 in Edinburgh and had a medical naval father, who became a Surgeon Rear Admiral. After school at Marlborough, he went on to read for a degree in engineering at Glasgow University. He spent his National Service in the Royal Navy and was commissioned into the Engineering Branch. He joined the Fleet Air Arm in Malta and was responsible keeping the aircraft airworthy. On one occasion a senior pilot said “OK, you are coming up with me” so off they flew along the Maltese coast with David spending some time at the controls, happily returning without accident or incident.

He became a consultant in the Gas and Oil Industry and spent some time working in North Africa and other places world wide. During this time he managed to be a long serving committee member of the RNVR Yacht Club and subsequently Commodore in 1981.

He married Sybil, *née* Buckmaster in 1979 and they spent most of their married life in Holton, near Oxford. They travelled widely while Sybil worked for the British Council visiting amongst other places, South America and the Galapagos Islands.

David was a hands on sailor and always owned a boat besides being a regular

crew member of *Volunteer*, either cruising or racing.

I well remember when we both returned from the Dinard race in *Volunteer*, the then skipper decided to go below and without a word to anyone relinquished command! As we were then close by the Channel Islands we both decided we needed to establish exactly where we were. This done (prior to the existence of GPS!) we enjoyed a jolly sail home. I do not think the skipper was offered any food by the crew on the way back! As usual, David was great companion and totally unphased by events.

David had a great sense of humour and was a very modest man whose sort is becoming all too rare. He will be sadly missed, especially by those of us who had the good fortune to know him.

He was an active and longstanding Church Warden at St Bartholemew's, Holton where a very moving and poignant memorial service was recently held. The Commodore and several past Commodores and Club members attended along with many friends.

Stuart Holden
Commodore 1977/78 and 1986/87

A SORRY TALE

(for those who would buy a boat!)

MORIARTY & ANOTHER v ATKINSON & ANOTHER

The Atkinsons and their friends the Clarkes had decided to buy a Bavaria in partnership, and paid a deposit for it of £97,500 to Peters Ltd (Bavaria's UK Agent, who subsequently went into liquidation), to be held in the latter's Client Account, being an account holding moneys held in trust for the relevant purchasers. Unfortunately, in breach of trust the Company paid it into a deficit account, used to pay its debts. It thus became money available to the liquidators (Moriarty and another) to pay the Company's outstanding debts. In the Court of Appeal the purchasers contended that, equity treating as done that which ought to be done, that amount of the deficit account should be transferred by the liquidators into the Client Account. The Court of Appeal, in its judgment on 16th December last, did not agree. It held that, whilst that argument had its attractions, it was

taking counterfactual assumptions too far. The money had not been paid into the Client Account, and accordingly the remedy lay in breach of trust. That left the purchasers to prove in the liquidation as ordinary creditors, and assumedly only get a very small number of pennies in the pound. It may be little comfort to them that they may have a claim in negligence against the person or persons who failed to pay it into the Client Account.

The moral of the tale is to make out cheques for deposits to the payee in question adding "Client Account" on the payee line. That would put the payee's bank on notice that it was not to be paid into any other account. It has always been my practice, when ordering an expensive piece of equipment for installation in my boat and being required to pay for it in advance (a not unreasonable request), to ask the installer to confirm that he would hold the piece of equipment in trust for me pending installation.

Nic Block

Continental VHF regulations

If any members are thinking of taking their boats into the European inland waterways this year there are some regulations which are newly being enforced regarding the use of VHF equipment. We are intending to take our boat *Suvi* to the lowlands this summer and we have discovered some interesting facts.

Several countries with inland waterways have created an agreement called RAINWAT (Regional Arrangement concerning the Radio-telephone Service on Inland Waterways) to unify VHF transmissions. For use on VHF, they have created an Automatic Transmission Identification System, the ATIS system. ATIS is a 10 digit number which is automatically transmitted by a VHF radio set whenever the Press To Talk button is released. It is thus possible for a receiving station to identify the source of any transmission. The UK has not signed up to this agreement but all visitors to RAINWAT countries are obliged to follow the rules.

In RAINWAT it states that any vessel using VHF for **any** reason must use an ATIS enabled VHF radio. We've spoken to OFCOM's equivalent in the Netherlands and they told us that not all the countries have the same standards so

it may be sensible to check the rules with OFCOM's equivalent in each country. The use of non-ATIS enabled VHF equipment is banned in some of the countries (including the Netherlands) and furthermore, it is not allowed to have a working non-ATIS enabled VHF on board. In the Netherlands, an ATIS enabled hand-held is legal but it is apparently not in Germany. A copy of the RAINWAT agreement (all 35 pages of it) must be kept on board.

Since the UK is not a signatory to RAINWAT, Brussels has agreed with OFCOM that they can supply ATIS numbers by using the MMSI number prefixed with a "9". A Notice of Variation (NoV) must be issued by OFCOM for the Ship's Radio Licence to confirm the ATIS number, which is then held on a database in Brussels. One added complexity is that the NoV forbids the use of ATIS enabled radios within 12 miles of the UK coast.

Some makes and models of VHF radio can be retro-programmed with an ATIS number, if the facility was included in the original build. Our three year old Simrad RD 68 could not be programmed with an ATIS number, so Simrad suggested we purchase a new radio!

Our solution has been to buy a new hand-held VHF (£79) which has been programmed with our ATIS number. The NoV from OFCOM was free and received within 10 days. We intend to disable *Suvi's* fixed VHF when in the canals by removing the fist mike, which may not be sufficient to avoid a fine but does seem pragmatic. We will also use the ATIS-enabled hand-held as an emergency back up for UK waters and run the risk of incarceration over here.

Further ATIS sources of information on the internet:

<http://www.rya.org.uk/KnowledgeBase/boatingabroad/Pages/atis.aspx>
http://www.ofcom.org.uk/licensing/olc/atis_faqs

Simon Kearns

A footnote from the ever pragmatic Mike Tomkinson in *Eos of Mersey*, now in Turkish and Greek waters:

I managed to get through to everyone I wanted to speak to using an ordinary DSC set.

For those in trouble on Inland Waterways a deviation towards the nearest bank and stepping quietly

ashore seems indicated. However, the local fire bobbies on the Rhine at least are reachable on Ch 16 as I recollect and also by mobile phone via 112? Too many regulations- too little time to remember them!
Mike

Hornet Sailing Club has recently hosted our training courses. Several of our members have made good use of the facilities provided by the Club in recent weeks. All have been warmly received and report very favourably on the attractive price and good quality of the food, beers, wines and spirits. If you have not yet been there, do try it.

The Royal Navy and Royal Albert YC was the venue for the Fitting Out Lunch party and very well they treated us too! Grace and space come to mind when describing this particular Club who supplied an excellent lunch enjoyed by over 50 members and guests. It is available to you to use when you are footsore and weary from too much retail therapy in Gunwharf Quays!

Island Harbour Marina Isle of Wight is now in administration and although operating as a marina cannot accept Credit/Debit cards payments, neither is it on e-mail so communication is by telephone only. The facilities are modest but clean and serviceable; a somewhat enhanced Bar/Bistro is in operation. The staff were most helpful at the Club BBQ held there on 24 May. Many thanks to Gavin Dunbar and Alison Child and her helpers for their sterling efforts in the BBQ provision.

Yarmouth IoW. The "Walk Ashore" pontoons are proving very popular and may be booked on line in advance (www.yarmouth-harbour.co.uk) Be aware that once you have booked and paid there is no way back! The mid week overnight berthing charges have been **REDUCED** by £10 per boat for this season. The facilities have been smartened up and solar heating panels installed to help meet the hot water demand. Showers are £1.30. The Royal Solent YC is its traditional welcoming self and the meal the Editor and his crew enjoyed there on 5 June was excellent and reasonably priced.

Lymington Yacht Haven charged £30 for *Alouette*, (10.3m) for a Thursday night in May but this included use of their pretty good facilities. The Royal Lymington YC (5min walk) is both

welcoming and very well presented. If you are there on a Thursday be advised their "Sailing Suppers" are first class.

The Royal Navy Submarine Museum

At the recent Club Sailing week- end we were invited to join the Royal London YC who had organised a guided tour of the Museum and *HMS/M Alliance*, followed by a dinner in the Fieldhouse Building. All this courtesy of our member Neil Robertson, himself an "Old Submariner" of distinction and who is also on the Committee of the Royal London YC. What a fabulous and interesting evening it turned to be so thank you Neil for including us.

If you are ever weather bound in the Portsmouth area and looking for something to do then you could do much worse than spend an afternoon at the Submarine Museum - and perhaps the evening in the bar at Hornet YC!

Winter Training

Club members brushed up on their yachting skills over the winter months. 55 places were filled in shore-based weekend courses at Hornet SC, Gosport (of which the Club has corporate membership), organised by Training Officer, Tim Ware. Committee Member, Nigel Collingwood instructed in Radar, NavAids and Plotting, and external RYA- accredited instructors supported the programme by providing training in First Aid, Short Range DSC Radio, Diesel Engine and Sea Survival, the latter being held at Gosport Swimming Pool. *Congratulations to all concerned and many thanks to Tim. Commodore.*

Special Events

All our events are special to some extent. However, there are two events this year that are going to be exceptionally specialnamely the Autumn Meet at the Royal Lymington YC (www.rlymc.org.uk) on October 3 - 4. Berths have been reserved at Lymington Yacht Haven, we shall dine expansively (but not expensively!) at the Royal Lym YC which is a lovely venue. Shore parties are particularly welcome, make a weekend of it. The Mayflower Hotel is just opposite the RLym YC (www.Mayflower.uk.com), tel 01590 672160. I have personally stayed at the Bosun's Chair tel 01590 675140, nearer the centre of town which is a delightful pub/hotel with a good car park and garden. Book early- these hotels are not large and fill up quickly. The organisers are Tom Cunningham and Hugh Stewart

The second "must not miss event" is the Annual Dinner to be held at the RAF Club www.raclub.org.uk Piccadilly on November 20th. Our Guest of Honour will be Admiral Lord Michael Boyce a contemporary of our Commodore at Dartmouth.

The organisers are the Commodore and Nic Block with Rick Atkinson as sponsor.

St Lucia & Martinique 24 Feb to 7 March 2010

Four yachts are reserved for the 22 Members/Guests currently wishing to take part. It is likely that a fifth yacht will be booked shortly for more Members/Guests. If you are interested in setting up a crew and chartering a yacht or looking for a crew slot but need more information, contact Martin Alexander. msalex@lineone.net or 01628 673 129)

"Extra" Club Event St Katherine Dock Meet, City of London 23 July 2009

After the Summer Cruise ends in Dieppe on Saturday 11th July, several Club yachts are planning to continue towards the Thames to explore its Estuary, including a visit to the Chatham Dockyard, and then proceed "Up the Thames" to arrive in St Katherine's Dock Marina on Monday 20th July. Berths have been reserved in the Marina for *Alouette, Avalon, Kiano* and *Suvi*.. If other Club Members wish to bring their own yachts to join in this expedition, the Marina reservation can be amended. During the period that the Club yachts are in the Marina there will be an "Extra" event on the Club Programme by way of a Club Meet on Thursday 23 July to which shore parties will be made very welcome. The Meet will be an evening Pontoon Party followed by a Dinner. Details and booking arrangements are being circulated electronically. Hard copies, can be obtained from Martin Alexander msalex@lineone.net or 01628 673 129)

Admin Notices

Articles for the Autumn Newsletter... I look forward to hearing your "News and Views" Pictures are worth a thousand words, especially in colour. Contributions can be accepted in virtually any format.
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