



November 2015



No not the end of the Club or the Newsletter, just the end of a n o t h e r season for most of us. Saturday 31st.

October saw about eleven boats lifted at Salterns, others sailing down to Redcliffe. Now of course the work commences, cleaning, replacing, winterising, and generally getting ready to start all over again next year. - All part of the fun that they call boating.

As for this newsletter, this will be the last edition this year. You will find a couple of interesting articles, looking back... history. Some eye openers as to where the club has come from. Also an important item regarding the AGM. This newsletter project has been really a pilot scheme to see if we can maintain the flow of articles and if it serves a genuine purpose. I am sure we will be able to air some views and opinions at the AGM.

So from me, personally, when Christmas arrives... have a great one, however you celebrate. David

Now is the time the Committee starts which will be held at the Clubhouse on



The Club Secretary will put together a for club members to nominate people business to be added to the Any Other

nominations for Club Member of the Year. A document will be produced showing the fees for 2016 including the Club fees, Poole Harbour Commissioners fees and Crown Estate fee for 2016. The potential rule / byelaw changes will be included on a separate document with an explanation of why the changes are being proposed. A document will also be produced showing which members of the Committee are standing down and whether they are offering themselves for election. The whole pack of documents will then be sent out in early December to give the required 21 days notice of the Annual General Meeting as laid down in club rules.

preparing for the Annual General Meeting Friday 15th January 2016 at 7.30pm.

draft agenda which also includes sections to fill vacancies on the Committee, for Business section of the agenda and for

Following proposals from the sub-Committee set up to look at the nominations and voting processes this year all nominations for Committee vacancies will need to be proposed and seconded by club members and signed by the nominee. The completed form will need to be sent to the Club Secretary in a sealed envelope marked Committee Nomination and these envelopes will not be opened until 14 days before the Annual General Meeting. They will be opened in the presence of a trustee, a Committee member and a club member who is not standing for election. The nominations will be scrutinised to ensure they meet the nomination process as above and will then be recorded. At the end of this process no further nominations will be accepted although people can withdraw their nomination if they see fit.

Any items for the Any Other Business section of the agenda also need to be back at least 14 days before the Annual General Meeting so that they can be added to the full agenda which will then be fixed. No further changes can be made to the agenda beyond this point and the final version will be emailed out to all club members via DutyMan with a printed version going on the notice board at the entrance to the clubhouse along with the Minutes of last years Annual General Meeting and a summary of the Club's accounts for 2014/15.

During the meeting there is a Commodore's Report and an Honorary Secretary's Report which will cover the highlights of 2015 and the Honorary Treasurer's Report will cover the club's finances for the year ending 30th September 2015. It will not be possible to handle detailed questions regarding the accounts on the night so if there are any questions that require a detailed response please submit them in writing to the Club Secretary by Friday January 1st 2016.



A bar facility will be open at the start of the meeting and during the interval for the sale of beer, wine and soft drinks under a Licensing Act 2003 Temporary Event Licence from Poole Borough Council

Following the interval there is an open forum for general questions but this is not minuted and no voting is allowed on any issues raised during this section.

Please do make every effort to attend the Annual General Meeting. Your Committee looks forward to meeting you and welcomes your views regarding the running of the Club and its future development. Please note that new members can take part in all aspects of the Annual General Meeting but are not able to vote until they have completed their first year of membership.

Thankfully we can talk nicely to one another, that's the joy of N.H.Y.C.

Christmas is coming ~ Carols and Christmas Songs

Friday December 11th. 7.00 p.m.

Different music team, this year led by Adam Tuffrey B.E.M. Good music, Carols, Christmas Songs, Monologue by Jess. There will be a Christmas Quiz and the normal lovely refreshments. All profits to the club's charity fund.



A look back at the History of North Haven Yacht Club

A MOORING EXPEDITION

By JACK HORDER

Many moons ago, when N H Lake had just graduated from a puddle, the Exec. Committee in their wisdom were desirous of a trot mooring. Now it fell to this person, with apparently more muscle than, brain, who agreed to carry out the task of collecting the various materials and organise the laying of same. After listening to many evening weather forecasts, and many false alarms, a determined start was expected one crisp day early in January. The minimum of customers were contacted that evening. A start was made to complete this work in minimum time next morning, and return home to tell "Er indoors" of the necessity of working for the Club, rather than for feeding the kids.

Trailer Connected, tools sorted, ropes and pulley prepared, petrol in car, set off for over the seas.



History repeats itself when Brent Horder Became N.H.Y.C. Mooring Officer

A stop made at The Sandbanks ferry office to confirm with Mr Goslin that the purchase of chain had been satisfactorily dealt with and that I may travel to collect one section of 55' length of the 10" pitch x 1¼" thick ferry chain, one of ten the Club had purchased just prior to all of it being commandeered by the Harbour Board for oil pollution control.

Having obtained permission, car and trailer to Shell Bay, tape measure to work and to hacksaw the chain. (Cut the links offset for further use). Move trailer away from car, attach chain to car and make large "Nessie" design. Load chain to trailer and wish it had a winch. For every link loaded into trailer three had to be moved into position like a rag worm. Having moved approx. 14 - 15 cwt. about 3 times, I gratefully retired to the car for the return journey and a rest. This was not really long enough however as at the pier head it had to be unloaded. Back up trailer to the then small wall, give the end of chain several good shoves, start the snake rolling and stand well back.

Fresh ideas were now needed as the chain was required to be stored along side the pier and not in a heap at the end. A large yellow pulley was attached to one pole of the pier and a rope through it to the chain and car. It then required careful timing to drive directly across the road (pre-island) towing the rope and flaking out the chain parallel to the pier. When the front of the car, was 6" away from the stone housing the water tap on the edge of the car park, it was judged to be in the correct place.

Transferred rope and pulley to the stone and then head for home, dirty, tired and in need of a change of clothes. This sequence was carried out sometimes twice a day if weather and loading went well, and not too many interruptions. (Enquiries like "Wot you doin mate?) until ten lengths were safely delivered. It now being March the Committee were enquiring when? They were told !!

There was still a lot of heavy transporting to be done, 30 - 1" Whit Hex bolts and nuts, 30 - 1¼" nuts collected from J R Smith's at Lake Shore, and these had to be matched and welded to the links retrieved from the cutting operation.

After the successful operation of electric welding (by a Club member in Alder Road, Parkstone), collection was made and 3/16" hole drilled right through 1" nut and bolt to convert the blob of iron into a massive shackle.

Fluke anchors had been suggested but were priced above our resources, to secure each end of the line, so two round ferry roller wheels were purchased and attached to the corresponding ends of chain. Spacings

were measured and 3ft long spring chains fixed with the newly made shackles.

Tide tables were consulted and considered to be most favourable one Friday and Saturday middle of April, and a work party was arranged. Requests were made through channels to requisition stores.

As Friday p.m. arrived, so did a shiny yellow van. Emerging from it the empty 40 gal. oil drums, a large quantity of 4 gal. water containers and a various selection .of rope. The tide now being out the drums were rolled along the shore and water containers tied in position to the first chain to be moved. Ropes and marker floats were fixed to spring chains for moorings and the chain end for towing. Being as prepared as possible everyone went home, saying a little prayer for fine weather and. no wind on Saturday.

Someone must have heard for it was fine, although not as calm as we would have liked. A large number of members and dinghies were at the ready, the boat was



Home before the tide, mooring party in 2012

started and driven to the pier. The first chain was attached and club members joined the crew. It was a circuitous procession that made its way across the ditch and the mud.

The boat towing 55 ft. of chain, 2 spring chains, 1 pulley wheel for anchor, 3 - 40 gal. oil drums and 18 water containers was not always heading in the direction desired. Anyway eventual arrival at the required Northern end of the project trot, members with sharp knives or junior saws working from the dinghies, cut the ropes, dropping the weight and chain on to the sea bed, while others chased around to retrieve the oil drums and tension on the chain to try and keep it straight and tight.

The first three lengths were not too successful in that

respect but with warmer weather in May a different method was used. Towing the 55 ft. snake was the same but on arrival at the site I jumped over the side and held the bow of the boat straight while others applied power for tension. This proved to be easier.

Two-thirds of the trot line was committed to the deep and linked together. All appeared to be going well, however the tide was falling, and on returning to mooring struck something solid. Vibration set in, upon inspection of the lower unit found the prop blades bent and the prop shaft split. Disaster! Flotation drums and containers stored for an unknown time?

Different tools and equipment were collected from home for the amputation. Engine raised, wires disconnected, bolts undone and lower unit leg dropped into the catch pit of the dinghy and then manhandled to the shore. Erwin Hinz contacted and new shaft obtained. A large dust sheet was carefully spread and pegged on the sand by the wall said errant

gear box and shaft dismantled. Wires, coils, forward and reverse Bendix springs, needle bearings and oil all spread out. It was a very surprised and unbelieving amazed look on the very capable engineer member's face that viewed the scene. However with only a few parts over and the stitching up back to the power head it all worked in the right direction.

That little diversion absorbed two weeks and so late May saw the remainder of the chain all linked together and 21 moorings spaced on the 550 ft. It was found however that after 3 lively yachts placed at the end were more than a match for the pulley wheel weight, and so 1" pipe stakes were driven through the centre to remedy same.

Grateful thanks and appreciation was recorded at the next Committee Meeting and an ex gratia payment of £35 was made.

Good old days - Ha! Happy Boating.

The DutyMan System

The Club has been using the DutyMan system for a few years now to ensure that all the duties required each year are covered.

This is a web based purpose built system and if you are shown as having email you will automatically receive a message whenever a duty is built against your name on the system. You will also get an automatic reminder email two weeks before the duty and then a subsequent reminder email one week before the duty. DutyMan will also flag up those Club members with duties but no email so they can be reminded by phone if absolutely necessary. We are looking at using text messaging to cover people with no email address and this project is in the testing phase at present.

By logging on to DutyMan you can see all the duties already allocated to yourself and to other Club members and any unallocated duties will also be shown on the system as "Volunteer required".

Once logged on to the system you can do the following:-

- Volunteer for unallocated duties
- Arrange swaps of duties with other Club members if necessary. Confirmation emails will be sent to both parties and the system administrator and the system will automatically update itself to send reminder emails to the correct people.
- Update your own details if these change at any time. These changes will be automatically flagged to the Club Secretary who can then update the Club database and finance system.

Once you have logged in on the initial page on the right hand side there are several tags, one for each function such as a duty swap, and these come with step by step instructions and help screens if required. There are also help tags across the top of the page explaining what the screens and the symbols mean.

For the whizz kids amongst us you can now access DutyMan via Smartphones etc. and duties can be downloaded into Outlook calendars if required.

Global emails

The system is also used to send global emails to all Club members about forthcoming social events, coaching courses, important messages etc. and this facility is used on a regular basis. If you are not getting these emails it is worth checking that they are not being treated as spam. To prevent this add donotreply@dutyman.biz to your safe senders list.

Lost your log in?

If you have lost your log in details there is a Login reminder button on the first DutyMan screen and by entering your email address the system will send you a copy of your original welcome message with a link and your user details.

System problems

For system problems please email office@nhyc.org.uk and we will get back to you as soon as possible.

My life at Sandbanks by Jeremy Retford

In 1963, when I was 10 years old, my father Peter Retford was given a rather dilapidated 12ft clinker dinghy called "Swallow" by his friend (and later fellow member) John Chubb. I believe that John's brother Richard had the matching "Amazon" when they were boys before the war. Dad and I repaired it as best we could over the winter of 1963/4, with new ribs and knees, tangles on the garboards and lots and lots of



poisonous red lead and putty stopper. In the spring of 1964 we put her on a newly authorised mooring at Sandbanks, close inshore in front of Captain Townsend's lovely old Art Deco house. This was the beginning of the happiest of childhood times pottering with family and friends in the harbour, and of a 51 year association with NHLA and then NHYC. With a stinky, oily and vibratory British Seagull on the transom, "Swallow" was much used for fishing in those happy days when you could come back from a day in the harbour with a stone or two of plaice. Dad and I always fished using split cane rods (including a couple of Hardys) and bakelite or aluminium centre-pin reels. I still have his favourite plaice rod, which is very light and shorter than made, as he broke off the end a couple of times trying to land the big four pounders that were around then. Anything less than about 10 inches long was put back with the request to "go and tell granddad". Being a competitive member of a local fishing club, all catches were officially weighed in and Dad had to declare where they were caught. Our favourite spot for plaice in the harbour was recorded as "Maracus Bay",

which those anxious to beat his catch would never find on a chart as it was the name of the elegant wooden motor yacht we used to anchor behind in the Wych channel!

My father was a founder member of the Club and helped to build and maintain the original Pier. I gradually got to know other people at Sandbanks, including George Lovell, Bill Reach, Jack Horder, Dougie Tiller, Don Small and Reg Bellows. Reg was a very practical fellow and had built himself a 10ft flat-bottomed wooden sailing dinghy. How I coveted that boat! When I was aged about 13, Reg agreed to sell it to me for £10, which I paid in four instalments of £2.10 shillings. We christened her "Fisher" added a jib and some buoyancy bags, and I learned to sail her in the safety of Whitley Lake, taking school friends out in the holidays. In 1971, we sold both "Swallow" and "Fisher" and bought a wooden 14.5ft Aries class day boat called "Estrellita".

John Smith soon bought an Aries too, as did John Chubb and several others in the Club. We often used to sail together and have family meet



ups on the beach at Lovell's, or perhaps Brownsea or Goathorn (depending on the wind), to gossip, swim and fry big fat sausages for lunch. Extreme mud fights in the shallows were a favourite activity for kids and adults - ask Terry Pafford! We had "Estrellita" in the family for 36 years and my father sailed her into his late 70s. I now have a 17ft wooden gaff cutter called "Margherita", built for me in 2008 and moored in much the same place. I still love exploring the shallow, crinkly corners of the harbour and I cannot imagine a better way to grow up - if, indeed, I ever did.....

Have you ever wondered who produced this picture in the club lounge?

It was designed at a Ladies Group meeting in 2009 while we were all learning how to make a cross stitch keyring on one of our craft evenings.

The ladies all helped to add designs which they thought would best depict

The club, its activities and the harbour in general. Once the design was finalised, the fabric and threads purchased, it was just a question of everyone contributing to the sewing!

All of the ladies in the group at the time, took charge of the fabric for as long as necessary, and chose a part to stitch. The piece was passed around the group for many months. Help was given for the less experienced but everyone had a turn!

The completed picture was then cleaned and stretched before being mounted in the frame you see hanging in the club lounge.

The Ladies group continue to hold their evenings usually one a month. See the list on the noticeboard for details and come along and join us!

