



OUR CONTACT DETAILS

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Weymouth Marina, Berth B34 - 'TIMBO'
If you're visiting, do let us know.

COMMODORE'S JOTTINGS

Hi Everybody,

Gosh, where did the winter go? It seemed very long and drawn out in February but now it is May and nearly the summer. Again it seems, apart from the daffodils, we missed spring, which meant getting the boat ready for the 2006 season sort of got delayed and Timbo was out the water for the first week in May. Time just marches on, and nowhere are we more keenly aware of this than in Weymouth – turn around a few times and it will be 2010 with the Olympic test events. In her role as Branch Captain of Royal Naval Sailing Association and Chairman of Yacht Clubs of Weymouth for 2006 this is a matter very close to Nic's heart. It is proving quite difficult to ensure the locals are appreciated generally for the contribution we can make, but we are optimistic that we will have a part to play – and not only in all living on our boats and renting out our houses!

We have tried to include information which we hope you will find useful. If anyone has experiences or tips from which we could all benefit, do let us know and we will circulate them as timely as possible. More mobile phone numbers would be helpful for the contact list. Also don't forget the discounts listed at the end.

We hope to see some of you out on the water – or in the marinas – this year. Happy cruising in calm seas and do take care,

Nichola and Ron

ARE WE ADDRESSING YOU CORRECTLY?

Thank you to those members who have pointed out various errors in the Membership Network; hopefully we have incorporated all changes in the enclosed sheet. Please let us know if any of your details change or require correction.

Nichola is creating a new database, but if you have received this, the change should be invisible! She does admit to not changing a boat name and owner's details following the Boat Show, so please check yours are correct.

2006 Rally

Unfortunately we are not sure what to do about a rally this year. We are very pressed for weekends, what with work, weddings and Nichola waiting for a foot operation, so we are finding it difficult to specify when it might be a good time to meet up.

If anybody else would like to suggest a get together, perhaps just in the Solent area, or a trip back to Guernsey, we would be happy to take part if at all possible. We do feel we are letting you all down in not being more positive this year, but our dates all fall just wrong.

What we would like to suggest is that if you are visiting a harbour where you know there are fellow owners, do make a positive effort to contact them. Many an excellent evening has been spent making new friends, swapping salty stories and maybe even sound advice (which might even be remembered in the morning!) by just making that initial contact.

We have had a message from the Rennells on Jersey suggesting we might like to go there and/or France. A splendid idea but perhaps we could plan ahead for next year, by picking a date for diaries soon?

Factory News

Geoff reports that Bob and Norma Thomas's 67' boat Roma is now in Port Solent. Mr Carr, who had one of the first 74' boats, has a new one in build, and the factory will be busy over the winter building 3 x 48' ones. Geoff has just had a few days on Mr Vokos's 74' Alkioni, which is being prepared in Greece for 2 months around the Islands – therefore showing the bigger boat to a brand new audience! Given the gale that is blowing today, I could really fancy that....

Now there's a coincidence.....

Nichola's mother recently had a few days in St Peter port to boost her batteries. Her friend happened to be reading the Guernsey Post while waiting for the taxi to take them to the ferry back to Weymouth. Suddenly she exclaimed that there was an article in the business pages which would interest Nichola. The Lt. Governor of Guernsey, Sir Fabian Malbon and his wife, Lady Susan, had visited Aqua-Star to see how the boats are built. There they were in a picture with Geoff and the Deputy Commerce & Employment Minister for Guernsey. Sir Fabian owns a 33' Aqua-Star which he bought since arriving on the Island, and is a friend of Nichola and Ron. Fancy it being in the paper just when Mum would see it - small world, what?

Gosh all these new people!

We are very pleased to welcome the following to the Club:

Peter & Sue Prentice	Penelope Jane	Terry & Helen Cramant	
Chris & Sarah Matthews	Aqua Santa	Dennis & Shirley Cross	Nautisand
Edward & Carolyn Pearson	Pepastar	Peter & Susan Ewles	Aquila
Bob Du Feu & Joanne Johnson	Yorkshire Lass	Andrew & Polly Syred	Bojangles
Stuart & Patricia MacKenzie	Bracer	Bob & Norma Thomas	Roma

We also sent out 3 more forms today, so do check to see if any of the new members are berthed near you – at least you'll know their names when you meet them!

POSH SOX!

Some of you may have noticed the Aqua-Star logo on the fender socks used on the 65' and 48' at Southampton Boat Show. If any Club members wish to have the same on your boats, they can be ordered from Nicholas Bray & Sons Ltd, The Old Yarn Mills, Sherbourne, Dorset, DT9 3RQ e-mail sales@fendasox.co.uk The set up cost has already been paid, so you would only have to pay for the embroidery and the fenda-sox. Aqua-Star have thoughtfully supplied this information to us in case anyone asks where they had them done.

Thanks Val!

More Taxing Thoughts About Your Boat

You may remember in the last newsletter we published an article which had been supplied by Keith Chapman, regarding a rude awakening to check his VAT payment – IN THIS COUNTRY! We would like to thank Adrian Mole for following this up and echoing Keith's facts, as apparently exactly the same situation exists in the Netherlands and Belgium. Adrian stresses that you must be able to show a bill of sale or invoice where the VAT is quoted separately to the purchase price. This is not always easy if you have purchased a previously owned boat. Our advice is take advice and be really sure your paperwork is beyond scrutiny. If you would like a copy of what Adrian sent us we are happy to forward the email.

PRODUCT ALERTS

Please check if these items are on your boats – both problems could lead to a dangerous situation. The first was our own experience, the second was due to an injury reported through our sailing club.

Firemaster MP-2-0000 Automatic Fire Suppression Units

It has been brought to our attention that there could be a potential fault with the pressure switch on the MP-2-0000 Automatic Fire Suppression units recently supplied to you via E.C. Smith & Sons Ltd. This possible problem could result in the unit quickly losing pressure over a short period of time.

As a precautionary measure, we need to carry out an inspection of your MP-2-0000 automatic fire suppression unit and kindly request that you contact us in order to arrange for the unit to be returned. There will be no charge for undertaking the inspection or any remedial work and we will naturally reimburse your carriage charges.

If the unit is no longer in your possession, could you please forward us details of the current owner?

We now await your further communication in this respect and apologise for the inconvenience thus caused. If you have any questions or require further information at this time, please do not hesitate to contact our Mr. Tim Bartlett or myself.

Kind regards, Yours faithfully, John P. Wellborne Managing Director

It may be possible that your current unit is one of these that needs to be inspected, and would therefore appreciate if you could contact the undersigned on 020 8852 8585 so that we can arrange for the unit to be returned.

Thanks and best regards, Tim Bartlett, Development & Systems Manager

Firemaster Extinguisher Ltd. Firex House, 174-176 Hither Green Lane London SE13 6QB

tel : 020 8852 8585, fax : 020 8297 8020, e-mail : tbartlett@firemaster.co.uk “

The unit on Timbo was returned and replaced with a working one. The faulty one had been fitted by Aqua-Star in February 2004. Do check that yours are all OK.

PAINS WESSEX WHITE COLLISION WARNING (MK7) HAND FLARE, LOT NUMBER: 2045 and 2046

PRODUCT NUMBER: 52651, EXPIRY DATE: 12/08

Pains Wessex are recalling a number of their White Collision Warning (MK7) Hand Flares. The Lot Numbers of the batches being recalled are 2045 and 2046. This number can be found ink-jetted on the tube of the flare. No other Pains Wessex products are being recalled. The Pains Wessex White Collision Warning (MK 7) Hand Flare is sold on its own and is also contained as a part of the Collision Warn-Off Kit and the ORC RORC Distress Kit. If you have this flare but are unable to return to it to the place of purchase, please take to your nearest chandler, or telephone Pains Wessex + 44(0)2392 623962 or e-mail recall@pwss.com

Flag Etiquette

This is not aimed at anybody in particular, but in the coming years, with increased interest by the media in our sailing waters, there is greater opportunity our yachts to appear in publicity. It is therefore important that we adhere to flag etiquette where possible. The paragraphs below are reproduced from the Nautical Almanac, plus there is advice offered by the RYA. Please take a few moments to read the article to ensure we are totally 'above board' when it comes to this fairly tetchy subject.

"6.3.2 Special ensigns

Members of certain clubs may apply for permission to wear a special ensign (e.g. Blue Ensign, defaced Blue Ensign or defaced Red Ensign). For this purpose the yacht must either be a registered ship under Part 1 of the Merchant Shipping Act 1894 and of least 2 tons gross tonnage, or be registered under the Merchant Shipping Act 1983 (Small Ships Register) and of at least 7 metres overall length. The owner or owners must be British subjects, and the yacht must not be used for any professional, business or commercial purpose. Full details can be obtained from the Secretaries of clubs concerned.

A special ensign must only be worn when the owner is onboard or ashore in the vicinity, and only when the yacht is flying the burgee (or a Flag Officer's flag) of the club concerned. The permit must be carried onboard. When the yacht is sold, or the owner ceases to be a member of the club, the permit must be returned to the Secretary of the club.

6.3.3 Burgee

A burgee shows that a yacht is in the charge of a member of the club indicated, and does not necessarily indicate ownership. It should be flown at the masthead.

Should this be impossible due to wind sensors, radio antennae, etc. the burgee may be flown at the starboard crosstrees, but this should be avoided unless absolutely necessary. A yacht should not fly more than one burgee. A burgee is not flown when a yacht is racing. If the yacht is on loan, or is chartered, it is correct to use the burgee of the skipper or charterer - not that of the absent owner. Normal practice has been to lower the burgee at night, at the same time as the ensign, but nowadays many owners leave the burgee flying if they are onboard or ashore in the vicinity."

Regarding the point "The yacht must not be used for any professional, business or commercial purpose", when a yacht is used to display any advertising, a red ensign must be flown. Some would advise that this rule has been relaxed, but better to be safe than sorry.

In reality, few flyers of burgees remove them when not in the vicinity of their craft for practical reasons. In addition, the flying of one burgee is interpreted as the burgee from a yacht or sailing club, not for example the R.N.L.I. flag. As motor cruisers do not have masts, it is normal to fly the burgee somehow on the starboard side. For all vessels this creates a problem in foreign waters as the courtesy flag should be flown on the starboard side, and both cannot be on the same halyard. Recommended practice is to transfer the burgee to the port side therefore allowing flag etiquette to at least be followed with the courtesy flag. Not easy done at the end of a journey, perhaps before the shelter of a safe harbour, and we must admit we usually forget!

It All Takes Time – taken from an email from Polly Syred.

Just to let you know that we have at last brought 'Tainui' home to Aberystwyth from her old home at Rochester - hoorah! It was a slow process as there were some repairs needed to bring her up to standard and these were carried out at the Lochin Yard at Newhaven so the journey was part skippered (Rochester to Newhaven), part road-transported (Newhaven to Neyland) and part skippered again by ourselves from Neyland to Aberystwyth! We started buying her in November and finally arrived home on 22nd March!

As you may already know her previous owner John Coxhead sadly died in October leaving poor Val behind - heartbreaking as she was unable to bring herself to clear the boat of belongings and it fell to us to sort a lot of personal stuff out. Still, she's spick and span now and will be renamed 'Bojangles' as soon as we can get the signwriting arranged.

Anyway, we're looking forward to a glorious summer so that we can get to know her and enjoy all she has to offer; as I write the rain is horizontal but that's Wales for you!

DON'T FORGET THE DISCOUNTS!!

Benefits to members are available from:

Supplier

Aqua-Star
GJW Direct
Euronav
Reed's Bookshop
Marine Electronic
Marlin Marine
Toomer & Hayter
Vetus Southern
Halyard
Greenham Marine
CJR
Liquid Engineering
Galleylave

Contact

Geoff
Jo Griffiths 0151 236 6848
Mark Day 01705 373855
Roger Hunter 0181 941 7878
Nicholas Heyes 01179 830770
Alan Soper 01703 231306 27.
Vivien West 01202 515789
Richard Yates 01703 672277
James Grazebrook 01722 710922
Andy Haynes 01590 671144
Mark Russell 01703 639366
Gerry Yeatman 01794 884963
Birgit Morris 01527 592089

Offer

Spares & construction parts at cost + 10% to Club members
10% additional discount from boat insurance
20% off chart systems
Discuss direct
Various
5% off Iveco engine sales
Discounts on upholstery
10% off Vetus equipment
7.5% off exhausts etc.
Call for prices on autopilots etc.
Call for special prices on props/sterngear
15% off diesel bug treatment
10% off unbreakable glasses and dinnerware

