



Hardway Sailing Club News

# SpunYarn

## NEWSLETTER

Autumn 2022



## FROM OUR COMMODORE

### Racing Events

#### Cruisers'

#### Boxing Day Race

26<sup>th</sup> December

#### Paper Boat Race

#### Boxing Day

Starts at 2pm on  
the pontoon

#### Cruiser racing

Now finished for the  
winter

#### Dinghy racing

Now finished for the  
winter

#### Lift-in

Saturday 25<sup>th</sup>  
March 2023

Dear Members,

### **BOND SCHEME 2018**

During this year's AGM on Friday 11th March, the club members present voted in favour of the committees' proposal to repay bonds to members with surnames starting at A up to and including D.

On paper this exercise would cost just under £16k and represent about 30% of the total bond liability, provided everyone cashed in their bond certificates.

As of the end of September one hundred and ten members have been repaid at a cost of £8,980.

We are very fortunate to have twenty-three members who have donated their bonds, from which the sum of £5,720 has been absorbed into club funds. I must express my gratitude on behalf of the club to these members for their generosity, the majority of which wished to remain anonymous. However, one member does deserve special recognition and that is Don Booth our membership secretary, who kindly donated all his £3,000 bond to the club.

Despite best efforts with letters, emails, and the odd phone call, we still have nineteen members who have not responded and their bond holding of £1,140 remains as a liability on the club accounts.

At present I am unsure as to whether the committee will recommend any further bond repayments for the 2022/23 club financial year as the 2021/22 financial year accounts are in the process of being compiled. Various aspects will affect any decision such as the ongoing commitment to the pontoon extension which is estimated to be in the region of £70k and then there is inflation, especially with the gas and electric, both of which are locked into contracts until the end of next summer after which point, we will be at the mercy of the open market. Whilst the pessimists, and we have a few of them in our club, are trying their best to say, "we're all doomed" a bit of forward thinking and careful management we should be able avoid the worst of the troubled waters.

Mike Roberts  
Commodore



# ALL ABOUT SAILING...

## Why aren't you going somewhere warmer?

By Sue Roberts

I lost count of how many times this was said to me when I explained to people I was packing up work to leave Hardway and go sailing around the Baltic, with an ultimate aim of reaching Oslo, Norway!

Why not the Med? Isn't it going to be cold? Why wouldn't you go South and so on?

For those that don't know me (and didn't have the pleasure of me constantly talking about the trip prior) I had been sailing with Nick and Heidi over the years both crewing in races and a return leg cruise from Amsterdam, so when they offered (well actually I think I invited myself!) an amazing opportunity to join them on their summer travels I couldn't resist – with the agreement from my incredibly supportive and ever suffering husband (Mike) and kids (although those that know me will know they're not really kids anymore and Mike couldn't wait to get rid of me for 3 months of freedom!). I said goodbye to work in April this year and after some preparations to Frangipani (Beneteau 35s5) set sail from Hardway on Saturday 21<sup>st</sup> May.

Our plan, to sail higher up the East coast to Lowestoft before crossing the North Sea to Den Helder and this would get us further North before entering the 90 days limit imposed since Brexit. I won't lie it was lively crossing the North Sea to say the least, and I was on first name terms with the ship's bucket, however a little bit like child birth after a few hours ashore it was all forgotten!

When George (Publicity Officer) asked me to write this piece for Spun yarn I did explain it is very hard to put into words after visiting so many beautifully contrasting places to do them justice – so here goes, I'll do my best! (*contin on page 3...*)



### A Few Notices

Lift Out - Winter lift out was successful, with boats now in the compound. The weather was warm and dry, with hardly any wind. Much better than the years we had with ice on the decks, strong winds and damp! Now, work is just starting as boats are readied for spring lift in on Saturday 25<sup>th</sup> March.

Storage - Please remember to pay your club storage dues. If you haven't been charged for a while (maybe due to billing problem) we ask that you get up to date. Our Storage Officer and Treasurer are investing extra effort to chase up, but it would be good if you could save their time. Some have 3 years of arrears, some owing up to £90!

AGM - Usually on the second Friday in January (13<sup>th</sup> January 2023) – more details to follow by email.

Foreshore Parking - Despite Committee efforts, the local council have not come back with an answer. We will keep you informed of progress.

Club Moorings - Due to MOD moorings maintenance, QHM have said that a number of moorings must be vacated and lifted, resulting in boats being relocated or on the pontoon until work is finished. Please note, that to comply with club rules, if you are borrowing a mooring it has to be approved by the sailing committee (both parties must inform Sailing Committee in writing).



# ALL ABOUT SAILING...

*Why aren't you going somewhere warmer?* (contin. From page 2)

*Netherlands...*



The scenery along the Dutch coast is stunning with unspoilt grass swept, golden sandy beaches, lined by the Frisian Islands which caught your eye and were simply charming. In particular we hired bikes in Vlieland cycling the entire island which (once away from the marina) was so peaceful a haven for sea birds, and with only a small tasteful traditionally built town and separate campsite/ hotel area the island was a clear favourite for visiting yachts and local holidaymakers (by small inter island ferry), somewhere I'd love to return to.

*Germany...*



As we headed through Germany it was clear to see the beaches were more built up with high buildings and concrete hards lining the sandy shores. We cut through the Kiel Canal and if you're anything like me who has an aversion to being up close and personal to large ships, trust me this is the de-sensitisation therapy you need ( it was often highlighted throughout the trip I should have a T-shirt with - 'ship' magnet - printed on the back). If I'm honest this section felt a little tedious after 98.6km under engine and when we popped out the other end on a Sunday, imagine Cowes Week on speed along with all the various ships passing through the only saving grace we were now free of tidal ranges to contend with. I've never witnessed such chaos but amazingly everyone seemed to weave through each other (some obviously ) avoiding any incident.

*Denmark...*



Leaving Germany into Denmark the sandy shores became less populated again with just odd settlements of single storey traditional houses (with the exception of Copenhagen). The only surprising disappointment was the persistent desire for the bakeries to lace all their Danish pastries with cardamom - I'm not a fan! I had been previously sold the idea they had amazing cakes maybe we just were unlucky, fortunately the ice creams made up for it. This is also the land of boxed berths which caused no end of amusement (sarcasm). Squeezing between two piles, no marked width, whilst lassoing them either side and easing the lines until the bow reaches a raised pontoon/hard, sounds simple doesn't it! However in practice it was somewhat different when lines twisted/caught, piles fractionally too close together, life belts getting caught, strong side winds and so on, you can use your imagination.

*Sweden...*



In stark contrast, welcome to Sweden - rocks, rocks and oh yeh, rocks! It would appear that any rock is fair game as prime development and some interesting choice of rocks had odd one off houses or small communities nestled in the crevasses (one even stretched to a helipad). Small villages with waterside housing and private pontoons along with their floating 'car' (basically a small tender/launch with an outboard) used to navigate from rock to rock, town to town. What impressed me the most was groups of independent young children responsibly going about their day with boat handling skills to die for, what an amazing upbringing. The beauty of rock was the endless options for the brave (and less draft than us) to tie alongside at no cost, something the Swedes had off to a fine art tucked up in all sorts of hidden nooks and cranny's. Having got over the initial fear of sailing so close to a large lump of hard sinkable substance (a sobering thought at one point when we sailed past a sunken yacht with just its mast appearing out the water not far from us) , you can't help but take in their beauty. I never realised rock could look so striking with an array of colours and random markings coming through, the backdrops created by them particularly at sunset were extraordinary.

*Norway...*



Finally on to Norway our ultimate destination - Oslo (Thursday 23<sup>rd</sup> June). The Oslofjord as you enter is reasonably wide but as you go through there are tree covered rocks towering either side with the odd pinch point. The problem with that is it creates a massive wind tunnel, so you can imagine we couldn't believe our luck to have the wind favourable both in and out a few days later. There's plenty of sightseeing in Oslo, however after a few weeks away the most important job once safely tucked in a berth was laundry, every inch of the boat was covered it must have looked like 'the Clampetts' had arrived. Once chores were complete we visited a variety of museums, travelling around by bus and tram which was simple with a pre bought day pass covering transport and admission to most places. For the more adventurous hiring bikes or electric scooters was an option which I did suggest at one point but they weren't convinced. You definitely need a few days to appreciate all that Oslo has to offer, unfortunately one place we would have liked to visit was the Viking Ship Museum but it was closed for rebuilding not reopening until 2026 (fortunately we did get our fix of Viking ships in other places visited). When leaving Oslo we still had a few days before thinking about heading back south so we explored a little to the west as far as Stavern before turning homeward bound at a more leisurely pace. Opting to sail further down to the Belgium and French coast with a more civilised crossing from Dunkirk to Dover and arriving back at Hardway on Wednesday 17<sup>th</sup> August.

(contin. on page 4...)





# NEWS FROM THE CLUBHOUSE...

## News from the Sailing Committee

Thanks to the unusually fine weather and the grand effort by so many people our Sailing Regatta proved to be quite a success. It would be unwise to mention names at this point as I'm sure to miss someone important. But WELL DONE to all helpers and, importantly, the many competitors. Always room for more.

Junior Week was also a great success - due to the kind weather. But, more importantly, the ADAMS family. Where would we be without them? We need to now keep that momentum going.

September 24<sup>th</sup> the Combined Harbour Regatta run this year by Fareham SC. The Cruiser race will start on Hardway's Line. This is not exclusive - all comers welcome! Let's hope for a little sunshine left over.

Time now, I fear for a moan...

Dinghy Racks. Many racks appear empty but paid for - are people paying for one just in case they one day need it?

Also, many dinghies in the racks are clearly past their 'sell by date'. Maybe the owner isn't sure what to do with a non-seaworthy dinghy? It's OK to ask for advice.

We need to sort these problems out as you are stopping those who need racks and want to go sailing.

I've noticed on the pontoon that some members are not mooring their boats up correctly. Don't tie springs and other warps around the chain plates or stations - you'll wonder why your desks start leaking. It is also bad policy to sail with your fenders out. How about flying our club burgee whilst on the pontoon at least, but also at other times when away. It's a great way to promote the club.

The Sailing Committees intention to bring some order to the Mast/Gear Store will be coming to its final phase soon. Please make sure that whatever you have in the store is well marked. OR THE BONFIRE AWAITS. We do intend to be quite ruthless in this.

Colin Ennis

*Why aren't you going somewhere warmer?*

(contin. From page 3)

*Best bit?*

My favourite destination of the whole trip would have to be a place in Norway called Verdens Ende (Worlds End). For the passage we had beautiful clear blue skies, although it was challenging navigating through the rocks to the entrance with gusts of up to 26 knots of wind (which probably explained the abundance of free berths when we arrived) however, once through it was worth it and thankfully perfectly sheltered as predicted. Located at the southernmost tip of the island of Tjøme in Færder National Park, it's composed of various islets and rocks and has a replica of an old Vippefyr (an early type of beacon or lighthouse). The views were stunning and a walk along a string of rocks out to sea just magical. The water crystal clear albeit rather cold as we did brave a swim briefly.

Along our travels the people we met were so welcoming in the most part and would go out of their way to help or enlighten us with their local knowledge (particularly the Danish). Whilst the cost of food was quite high (let's face it where isn't it at the moment!) we had a couple of lovely meals out and enjoyed some fresh locally caught seafood from fish markets onboard. We even managed to catch the odd mackerel underway which Heidi managed to stretch out and create a delightful supper.

*Now to answer the original question...* Why the Baltic?

After 65 days, 2610 nautical miles and 7 countries visited, my conclusion is the weather is generally the same as a summer at home (we were fortunate this year with sun and favourable winds the majority of the trip) and the scenery I witnessed was so varied and breath taking I wouldn't have missed it for the world. Once through Kiel the luxury of no tides to consider was a revelation and getting up and leaving at your convenience a treat. Ok, maybe the water wasn't quite as warm but it didn't stop us swimming. So as the saying goes 'don't knock it - til you try it!' and the question should be - why not?!?

Thanks to Nick and Heidi for a truly incredible and unforgettable experience I'll be forever grateful, and for never tiring of my endless bad jokes, daily hand washed knickers hanging around the cockpit (it's a necessary for such a long trip), and/or being swayed by Mikes 'financial bonus' to lose me along the way!



# NEWS FROM THE CLUBHOUSE...

## BY FINAN SKEG

*In days of old,  
When men were bold,  
And ships were ships,  
And jib sticks were bearing out spars.*

In the beginning, (now where have I heard that before?)...

It was around 1956, aged 10ish when my chum along the road and I decided to sail around the world and become Pirates. An obvious and sensible ambition for a 10-year-old.

Going to need a boat though.

Close to my home were some armament depots and, being not long after the war we could always lay our hands on old ammunition boxes. In fact, most fences and garden sheds around our way were made from them. Why not a boat then?

Loads of wood, Dad's tools, Dad's screws, Dad's nails.

Built a raft, it even had a mast and a sail, Mum will not be best pleased when she finds no sheet on the bed. But hey, this is important Pirate work. We lugged the vessel down to Hardway, down the slope into the water. It floated. We climbed aboard. It sank. Not so good.

Back to the drawing board. Plan B. Back to the depot, more ammo boxes. Lots of hammering, sawing and banging. Design 2. Plan B. This actually did look a bit more like a boat suitable for world girdling Pirates. Back to Hardway. In the water. Floating, good. We climbed aboard. It sank.

Shortly after this I was dispatched off to Boarding School, I guess in an effort to keep me away from Dad's tools and out of his shed.

While I was at boarding school Mum, knowing I was obsessed with boats, saved up her COOP dividend and bought me an old 12 ft clinker Gunter rigged dinghy. Possibly in the hopes I would sail off into the distance and become a Pirate. It worked; she seldom saw me during the school holidays again.

About this time the sailing club at Hardway would have weekend racing. They had a fleet of Enterprises plus a few other types. Most boats had regular crews so I took to hanging around just praying somebody's crew would fail to turn up or were unable to race. Once I got a go, I figured I then had to make myself useful enough that I could eventually get to be a regular crew. This worked for a while but then back to boarding School.

On leaving school at 15 one of the lads in the club had an old leaking Bembridge Redwing. Quite tatty but we would sail off for the weekend Yarmouth, Lymington, Cowes and many other places in between. With no engine, just a couple of paddles, we seldom got to whatever destination we had set out for. But it taught us important lessons of patience and making the most of whatever's going.

Later, I would race in the Victory class, just outside the harbour. Good racing and an important learning curve.

*(contin. on page 6...)*

## Galley

The galley is temporally closed due the caterer leaving. The committee are doing their best to ensure this does not impact on up coming events while looking for a replacement.

## Bar

The bar committee are still finalizing the bar opening times for the Christmas New Year details will be available soon.

## Dinner dance /prizegiving

The Annual Dinner Dance and Prize Giving was an opportunity for club members to look their best in evening dress. Those in attendance enjoyed a superb meal followed by the opportunity to show appreciation to members who were awarded prizes for their achievements over the year. This was followed by a disco with the fittest still on the dance floor to around midnight.

## Thursday quiz nights

Thursday quiz nights are still being very well attended with the interesting format for scoring making possible for any team to win. Those attending report that they find the evening with very enjoyable with fun interspersed with a degree of competitiveness. If you are free on a Thursday evening, come along and join in. Start is at 19.30 but arrive a few minutes earlier in order to set up.

**Editor's note:** This is the first time I've prepared SpunYarn in this format...I hope you like it...I'll get better/faster at it! Thanks to George for co-ordinating the sailing contributions, and Fern for all her sterling work on the social side. If you are on FaceBook keep an eye out for up-to-date postings fom Sue Roberts on HSC's Official FB page too.

**Jenny Rohde**

Contributions for next edition by 15<sup>th</sup> Jan please. 😊



# NEWS FROM THE CLUBHOUSE...

## **More from FINAN SKEG...** (contin. from page 5)

Cowes Week a group of us nippers would take a variety of boats over to Cowes loaded to the gunwales with camping gear. We would pitch camp at a place called Medham half way up to the Folly on the West side of the Medina River. We would then daily walk along the railway line into Cowes and watch the magnificent boats racing. (Not realizing that in a few years I would be on one of them.)

Our gang of youngsters would usually congregate at the clubhouse most evenings. That is the old Nissen hut clubhouse. We were a good group, all simply interested in sailing. Sadly, we are now getting fewer and fewer by the year. When the time came for a brand-new clubhouse, we all pitched in helping with the foundations. Breaking up bricks and digging where necessary. I sometimes feel that my soul was at that time built into the foundations for ever more.

About that time, I joined the Sailing Committee, eventually becoming Chairman. Later, I was to serve the club in various capacities i.e. several years as Rear Commodore, Vice Commodore, Cruiser Captain, Mooring Officer, Membership Secretary, PHRSA Delegate. After serving the club for most of my adult life and with retirement looming, I decided to buy a boat in Greece and therefore could no longer help the club thereupon the membership kindly voted me an Honorary Life Member. That made me very proud indeed. Now, many years later, I took my eye off the ball for just a second and found myself elected Sailing Secretary. Where will it end?

This has been a true story.  
I know as I was there.

FINAN SKEG

## *Solent-focused anchoring and moorings webinars*

The RYA's environmental programme 'The Green Blue' and 'RYA Winter Webinars for Boat Users' are here, as part of the 'EULIFE Remedies Project' to raise awareness of seabed habitats and share anchoring and mooring best practice.

Solent Maritime focused webinar 25<sup>th</sup> January / 17<sup>th</sup> February / 24<sup>th</sup> March – 19.30 to 20.30

Register for a FREE place <https://thegreenblue.org.uk/get-involved/webinars/>

#SaveOurSeabed

If you have questions about these webinars, please contact [environment@rya.org.uk](mailto:environment@rya.org.uk)

## *Training*

Sailing and powerboating is not all about training and qualifications. It should be fun and can be learnt by experience and by going out with others. However, at Hardway we also offer the opportunities to learn through guided training.

Hardway Sailing Club is an accredited RYA Training Centre. To maintain this status, the club is inspected by the RYA annually. The club offers training in a wide range of boating activities and these are conducted by qualified staff, mostly members of the club. Courses include (not exhaustive):

Dinghy sailing for adults and juniors  
Powerboating for adults  
Marine first aid  
VHF Marine Radio SRC

Please contact our Training Officer, Mike Light, for more information: [trainingofficer@hardwaysailingclub.co.uk](mailto:trainingofficer@hardwaysailingclub.co.uk)

You can also find details on our website: <https://hardwaysailingclub.co.uk/training/>

## *Buying/selling*

If you are buying or selling boats or other equipment, don't forget the page on our website:

<https://hardwaysailingclub.co.uk/view-boats-for-sale/>

Not all members visit the club and see the notice board during winter months.





# HSC SOCIAL NOTICES...

Thursday Quiz Nights  
Every Thursday evening  
7.30 pm

Christmas Dinner  
3<sup>rd</sup> December

Childrens' Christmas Party  
10<sup>th</sup> December

Grand Christmas Draw  
11<sup>th</sup> December

Christmas Party Night  
17<sup>th</sup> December

Christmas Meat Raffle  
18<sup>th</sup> December  
Starts about 4pm

Paper Boat Race  
26<sup>th</sup> December

New Year Disco  
31<sup>st</sup> December

## PAPER BOAT RACE BOXING DAY 1400 START

- 1) NO FORMAL RYA QUALIFICATION REQUIRED HOWEVER A SCISSOR PROFICIENCY TICKET IS DESIRABLE
- 2) PAPER BOATS MUST FIT THROUGH A 15" SQUARE GAUGE
- 3) MUST RESEMBLE A BOAT SHAPE
- 4) ONLY PAPER, CARDBOARD, STICKY TAPE, PAINT & GLUE MAY BE USED IN CONSTRUCTION
- 5) WOOD MAY ONLY BE USED FOR THE MAST(S)
- 6) NO BALLAST ALLOWED
- 7) NO ASSISTANCE TO BE RENDERED TO THE PAPER BOAT AFTER THE START OF THE RACE



### HARDWAY SAILING CLUB

**CHRISTMAS PARTY NIGHT**  
Saturday 17<sup>th</sup> December  
Dance the night away  
CSC DISCO 7.30pm to 11.30pm



### HARDWAY SAILING CLUB

**MERRY CHRISTMAS**

**GRAND CHRISTMAS DRAW**

Get your name on the board at the  
Bar from 2<sup>nd</sup> November to be drawn  
on Sunday 11<sup>TH</sup> December at 3pm



### HARDWAY SAILING CLUB

**2022** *Happy New Year* **2023**



Celebrate the new year CLOUDS DISCO 7.30pm  
to 12.30am

