

Gravesend Sailing Club Newsletter - August 2016

The Crane

As you will know, our No 1 dinghy crane has suffered a major failure. This isn't just a matter of it not working - the bolts holding the jib-arm pivot sheared off. This meant that the crane was in a very dangerous state and had to be dismantled as a matter of urgency. A failure of this sort is very worrying, as it could have had very serious consequences.

Crane - the options.

We have been actively pursuing two solutions to the problem:

- 1) Repair and reinstatement of the existing crane
- 2) Purchase and installation of a new crane.

It's easy to look at the failed fixings, and reckon that redrilling for larger bolts ought to do the job. But this is effectively what we did last time, with bad consequences. To be sure that any repair is safe, we really need to be getting a properly designed solution from a currently practising professional engineer (with liability insurance) and ensuring that it's professionally executed. This is proving more difficult than envisaged.

Purchase and installation of a new crane is obviously a better long term solution. A new crane built to an established design would be more reliable and easier to maintain. We have already been looking at a new crane, and had been attempting to raise funding through grants. But having to buy one in a hurry would mean that grant funding is unlikely to be possible.

Crane - what we are doing

Although we have not given up getting the crane fixed, we are in the process of buying a new crane. This will be of much enhanced capacity - it will have a safe work load of 1 tonne (double that of the existing crane) which will increase our flexibility to run a wider range of boats at the club. It will also be slightly taller, again giving more flexibility.

The downsides are that it will not be installed before the end of September. And the club will have to bear the entire cost of approx £18,000. This will be in the form of a loan that will need to be repaid over a period.

Being without a crane for this length of time obviously severely hampers our ability as a club. It effectively prevents launching most of our sailing dinghies, and some of our tenders. So what can we do in the meantime?

Dinghy owners - what to do

Lack of No 1 crane means we can't launch Dayboats or Wayfarers in the normal way. It is possible to get a dinghy in the water by launching in the slip in the basin, and bringing round. But the lock gates are only open at high water, so no good for a day sail. But you could keep a dinghy out for a few days at a time, perhaps using a vacant buoy overnight.

If you can tow your dinghy to an alternative launch slip, then you could do so.

In the meantime, we have more cruiser activities, and are encouraging cruiser owners to take on more dinghy sailors as crew. And see below about Tera Weekends.

Cruiser owners what to do

We cruiser owners mostly need the crane to launch tenders. You may find your tender will go down the ramp to the pontoon. My own tender does, and is easily launched by pushing off the pontoon. If yours doesn't - try being creative with the trolley; maybe it will fit if put on edge?

Daisy (the club tender) is now kept in the water, tied between the pontoon and the wall. She is available to take you out to your boat. Please don't leave her on your buoy while you go for a sail; you should be able to tow her back to the pontoon.

The other option is to share tenders. Shep (tender to Black Sheep) is kept in the North Yard, and is available if you want to borrow her. She has rowlocks but you will need to supply oars. Please leave her in good condition when finished. Are you willing to share your tender? Please let others know.

Please remember your dinghy-sailing friends, and be sure to offer crew places to them in races, or berths for the odd summer sail.

Tera Weekends

The RYA has a fleet of Tera dinghies. These are small, fun, single-hander dinghies suitable for adults or children. Harriet has got hold of the fleet for a couple of weekends on the water. The first is 20th & 21st August, and again on 10th & 11th September. Each weekend will have a session for youngsters, and another for us oldsters. Contact Harriet for more info or to register interest: training@gravesendsc.org.uk

Power boat course

We are planning a Power Boat course on 17th & 18th September, and a possible further one on 1st & 2nd October. This is a very useful course, either for those wanting to operate the club safety boats, or cruiser owners (or partners etc) needing to enhance their skills operating under engine. Please contact Harriet with expressions of interest: training@gravesendsc.org.uk

Training Programme 2017

Harriet is in the throes of putting together the training programme for next year. Is there anything you would like to see? Any courses we should run? Any skills you'd like to learn? Let her know!
training@gravesendsc.org.uk

Liftout and Winter Storage of Cruisers

It always seems far too early to start thinking of winter storage! But as space ashore is limited, we need to plan now, so if we can't fit you in you have time to look elsewhere if necessary.

The information and application forms for this year's lift and winter storage are attached to the end of this newsletter. If you would like to apply to lift this year, please make sure that we have your form by 31st August. As before, priority will be given to those who didn't lift last year

News from the fleet

Good to hear that Tigger Too was opposite Garmin in Den Helder recently. And great to see Herm and Lady Gray safely tied up in Middelburg this week. We envy you guys!

New Members

A warm welcome to Edward Holloway, a new member joining us from Greenwich Yacht Club. Please help him to feel at home if you see him!

And more of the sail trainees have now joined after their complimentary period:

- Darren Fuller
- Sam Miller
- David Holmes
- Andrew Munden

Of course, they've joined raring to get out on dinghies... timing is not great! So particular encouragement to get them out on cruisers, or any other way of getting on the water!

August Tides	
01	00:01 (6.0m)
Mon	12:29 (6.1m)
02	00:56 (6.2m)
Tue	13:19 (6.2m)
03	01:45 (6.3m)
Wed	14:05 (6.3m)
04	02:30 (6.3m)
Thu	14:46 (6.3m)
05	03:11 (6.3m)
Fri	15:24 (6.3m)
06	03:50 (6.2m)
Sat	15:59 (6.2m)
07	04:27 (6.1m)
Sun	16:33 (6.1m)
08	05:02 (5.9m)
Mon	17:06 (6.0m)
09	05:36 (5.7m)
Tue	17:40 (5.8m)
10	06:12 (5.5m)
Wed	18:19 (5.6m)
11	06:55 (5.4m)
Thu	19:07 (5.4m)
12	07:49 (5.2m)
Fri	20:11 (5.2m)
13	09:05 (5.1m)
Sat	21:41 (5.1m)
14	10:27 (5.3m)
Sun	22:58 (5.4m)
15	11:29 (5.5m)
Mon	23:55 (5.7m)
16	12:18 (5.8m)
Tue	
17	00:43 (5.9m)
Wed	13:02 (6.0m)
18	01:27 (6.2m)
Thu	13:43 (6.2m)
19	02:10 (6.3m)
Fri	14:24 (6.3m)
20	02:52 (6.5m)
Sat	15:05 (6.5m)
21	03:35 (6.5m)
Sun	15:47 (6.5m)
22	04:18 (6.5m)
Mon	16:29 (6.5m)
23	05:01 (6.4m)
Tue	17:12 (6.4m)
24	05:45 (6.1m)
Wed	17:57 (6.2m)
25	06:32 (5.9m)
Thu	18:49 (5.9m)
26	07:29 (5.6m)
Fri	19:56 (5.7m)
27	08:45 (5.5m)
Sat	21:25 (5.6m)
28	10:08 (5.5m)
Sun	22:43 (5.8m)
29	11:17 (5.8m)
Mon	23:47 (6.0m)
30	12:14 (6.0m)
Tue	
31	00:41 (6.2m)
Wed	13:03 (6.2m)

GSC Events for August 2016

Sat 30, 0630 - Clipper Breakfast

Come down to the club for an early breakfast, and watch the Clipper round the world fleet return. The fleet is due at the QE2 Bridge at 07:19, so will be passing the club around 7am.

We will be running Clifford M out to deliver breakfast rolls to Hayley on Garmin, welcoming her back from her epic voyage!

Come along from 10 am to help maintain the club

Contact Chris Steer: chris.steer@btinternet.com

**Wed 3rd - Working
Wednesday**

Sat 6th, 1300 - Sailability Open Day

Come along and help get some less able people out in the water! Help needed ashore and afloat. If you have a cruiser that can take someone, or if you are happy to help with lifejackets, or with tea, please come along!

contact Chris sailability@gravesendsc.co.uk

Thu 11th, 7pm Knowledge & Nosh

Come along to learn about Mooring, and enjoy a light supper

training@gravesendsailingclub.co.uk

Sat 13th 10am - Cruiser Race 4

Race 4 of handicap series open to all cruisers. (6 races, 4 to count).

contact Paul, sailing@gravesendsailingclub.co.uk

Tera Weekend!

Sat 20th 1200 - Kid Friendly Day in Teras

Sun 21st, 1300 - Dink about day in Teras

We've got hold of the RYA fleet of Tera dinghies!

Saturday will be a day focussed on the youngsters, getting out on the water in fun single-handers.

Sunday will be a dink-about day for the grown-ups, again in these agile fun dinghies.

training@gravesendsailingclub.co.uk

Fri 26th, 1900 - Cruiser Race 5

Race 5 of handicap series open to all cruisers. (6 races, 4 to count).

Come down and join the fleet of cruisers battling out for the Cruiser series. Or in Black Sheep's case, just enjoying a cruise in company!

Be at the club an hour before the start to blag a berth, or make yourself known on Facebook.

contact Paul, sailing@gravesendsailingclub.co.uk

Preview: September

Sat 3rd Gravesham Thames

Brightlingsea - sunken MFV close to creek entrance

Beware sunken MFV 200yds east of no.13 buoy in the Colne, just south of the entrance to Brightlingsea Creek. The approximate position is given as 51°47.744N 001°00'.827E, and the vessel is marked with wreck buoys.

SW Sunk Swatchway - new survey

Roger Gaspar of ‘Crossing the Thames Estuary’ fame has been out and re-surveyed the SW Sunk. His new chartlet can be downloaded from his website <http://www.crossingthethamesestuary.com/>

Thanet Offshore Windfarm - possible extension

Survey work is starting around the existing Thanet Offshore Windfarm, just east of the North Foreland, with a view to installing more turbines.

Thames Estuary Routine Resurvey 2016

A major survey from this month to October. The survey areas are between Orford Ness and Brightlingsea - inshore and doing a lot around the Long Sand.

Your attention is drawn to the following Notices to Mariners:

Thames Portwide Notices to Mariners
No.18 of 2016 - PLA Publications No.17 of 2016 - Vessels Licensed as Ship Towage Tugs By The Port of London Authority
See: http://www.pla.co.uk/Safety/Regulations-and-Guidance/Notices-to-Mariners/Notices-to-Mariners

Thames Lower Notices to Mariners
L7 of 2016 - Remedial Rock Installation - London Array Britned Cable
See: http://www.pla.co.uk/Safety/Regulations-and-Guidance/Notices-to-Mariners/Notices-to-Mariners

Medway Notices to Mariners
NtoM No 19 of 2016 - Update NORTH CARDINAL BEACON DEFECT
See: http://peelports.com/ports/sheerness/port-information

Sources.

As well as the Notices to Mariners sites, I am indebted to the following sources:

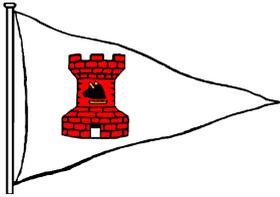
East Coast Pilot website: <http://www.eastcoastpilot.com/>

Crossing the Thames Estuary site with notices to mariners: <http://www.crossingthethamesestuary.com/page9.html>

YBW East Coast Forum: <http://www.ybw.com/forums/forumdisplay.php?60> in particular, postings by Roger Gaspar (Tillergirl), author of Crossing the Thames Estuary.

Got any good sources of local navigation news? Let me know!

Tides on the Events page are indicative only and not to be used for navigation. All times are local (BST or GMT as appropriate). High tide times in italics are before sunrise or after sunset.



Gravesend Sailing Club Lift out and winter storage of cruisers 2016

Capacity

We don't have the space to lift every cruiser in the club. If more apply to lift than we are able to accommodate, we will be applying the following criteria:

- you must be a fully paid up member of the club (see Rule 14(c) of the club rules)
- the forms must be fully completed & submitted, along with payment, before the deadline.

If there are still more than we can accommodate, priority will be given to those who did not lift in the previous year. Of those remaining, a simple lottery will be used to select boats one by one to fill the remaining space.

Please note that the upper limit for boats is 12tonnes, 11m LOA.

If you are not successful in your application, your cheque will be returned to you uncashed.

Important dates

Deadline for return of forms: 31 August 2016

Confirmation whether you will be lifted: by 14 September 2016

Dinghies must be clear of the yards: 31 October 2016

Working weekend: 5 and 6 November

Cradles must be set up: Fri 18 November 2016

Lift out 2015: Sat 19 November 2016

Lift in 2017: Sat 1 April 2017

Your commitments

By completing a form you are committing to:

- attend the working weekend to help clear the yard.
 - If you are unable, please contact Works beforehand.
- have your cradle, timbers or trailer set up before lift out day. Owners must ensure that their boats are adequately supported once ashore. All fin keeled boats must have proper and adequate cradles of a freestanding type with integral keel support channel; all cradles must be approved by the chair of the works committee prior to liftout.
- attend for the whole of lift-out and lift-in days to help as directed, including the briefing at 6.30am (tbc). You are required to be present to supervise the lifting of your vessel and place it on its cradle, trailer or timbers, as well as throughout the day to help with lifting operations.
 - If you are unable to attend, you must nominate another person who is willing to take responsibility for your boat, and who will attend in your stead.
- to follow all safety instructions on the day
 - In particular, wearing of high visibility vests, and hard hat; also keeping clear of the working area and not walking under suspended boats. We're usually a very relaxed & democratic club, but this is one time where we have to get serious. The Lift Master has absolute authority on the day, and can stop lifting operations, or refuse to lift a boat, or recommend that a boat not be lifted in future years in case of serious infractions.
- adhere to the terms on the application form.

By applying for lift out, you agree to the following terms:

- Boats are lifted at the owner's risk, and only in the presence of the owner or named representative
- Owner's insurance must cover lift and lay ashore. Neither the club nor the crane operator accept responsibility for the boat during lift operations.
- The club accepts no responsibility for the safety or security of any boat ashore or afloat.
- Electricity is provided in the yard for essential maintenance activities and is not available for continuous or unattended use.

In addition, during winter storage, it would be appreciated if you could:

- avoid causing pollution in the basin. This means particular care when removing old antifoul to ensure it doesn't end up in the water.
- don't leave your boat attached to the electricity supply when unattended.
- please ensure that all ladders are locked up when not in use.
- please show consideration for other boat owners, in particular try to do any jetwashing or grinding early in the winter, before others start painting and antifouling.

Embankment Marina.

You will need to bring your boat into the basin before lift-out. They usually allow up to two weeks free mooring for us before lift-out and after lift-in. But you are liable for any mooring charges that they do levy.

Fees

Boat length	Cost for lift	Cost for winter storage	Total cost
Less than 6m	£150	£125	£275
6m but less than 7m	£150	£145	£295
7m but less than 8m	£150	£170	£320
8m but less than 9m	£150	£215	£365
9m but less than 10m	£170	£260	£430
10m but less than 11m	£170	£310	£480

Please mark the back of your cheque with the boat name and the owner's name

Applying to lift.

If you wish to apply to lift your boat, and are happy with the terms and the commitments we ask of you, please complete the attached application form, and return it to the club house, with cheque for payment of lift and storage fees, before 31st August.

We hope to have an online form available soon - details by email.

Yours,

Roy Turner
Chair of Works Committee

**Gravesend Sailing Club
Application for lift-out 2016**

Please complete and return to the club house by 31 August, with cheque for the full fees.

The boat

Name of boat		
Length overall in metres, including projections fore & aft		<i>Please do not underestimate your boat's dimensions.</i>
Beam in metres		
Draft in metres		
Displacement in tonnes (if known)		
Keel type (eg Fin, Bilge, Long)		
Hull material (eg GRP, Ply, Planked, Steel, Ferro)		
Will you be lifting with the mast up or down?		
	Main mast	up / down / na
	Mizzen mast	up / down / na
Do you have any special requirements? (eg space needed to drop rudder etc)		

Insurance details

Insurance - name of company	
- policy number	
- expiry date	

The owner

Owner's name	
Owner's address	
Owner's telephone number(s)	
Owner's email address	

Person in charge (if different from owner)

Name of person in charge	
telephone number(s)	

Fees

Lift-in/out fee	
Winter storage fee	
Total amount	

Signature

I agree to the terms and commitments provided. Signed	
Date	