

# LIVERPOOL SAILING CLUB

## NEWSLETTER

### SUMMER 2019

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## Hove-To

Summer 2019

Exceptionally, this issue is somewhat thin on parochial news of our own club doings, and the Editor apologises for that omission. I confess that I have been unusually out of touch this year, partly because of a heavy examining schedule from late May through to the whole of the first week of July, and partly because I had two spells away in April; about a fortnight with family in Norfolk, which included a Golden Wedding celebration, and almost a week visiting a sailing friend on Tyneside who is now suffering from stomach cancer. Both visits were important, but resulted in the boat taking very much a back seat. And in the three or four week gap between then and the start of exam marking, when I had earlier in the year thought I might be getting the boat ready and then perhaps doing a quick mini-cruise, the weather was simply not attractive.

However many thanks to Mike for keeping everyone up to date with activities on the water via his regular mini-Newsletters. We learned from those that over Easter Weekend yacht moorings were laid, and two

yachts launched, and that international yachtsman and member Colin Campbell did an early season cruise in *Lapwing* - to Garston and back! Then in May we had the Hovercraft Weekend, and the Annual Taster Day, and Stan gave his boat her annual trip to the sea. Various courses have taken place, *Safety 1* has been away for repair and is now "back on station", and from the latest of the mini-Newsletters it was good to learn of Steve Doyle's passage out to Pwllheli, via The Swellies and (I gather) also via Bardsey Sound. Both of those stretches of water are a bit notorious, and require accurate tidal planning, and The Swellies at least also requires very accurate navigation.

I gather that a couple of other yacht owners are also hoping to get out, as and when other commitments permit and the weather is suitable.

In April a small but enthusiastic audience enjoyed an excellent talk by Capt David Bray about his time as Navigating Officer of *RRS John Biscoe* in the Antarctic in the seventies.

The only regret was that, in an audience dominated by our visitors, there were so few of our own members there, but that may have been due in part to our oversight in not realising when we set the date that it was the start of the school Easter holidays; the date was a change after the speaker had to alter our original date, and it just so happens that none of those who were at the particular committee meeting which approved the new date have any connection nowadays with schools or with school-age children, and it was well clear before Easter itself, so the clash simply did not occur to us.

We have learned from that, and will try to avoid the same mistake in future years.

Arising from our contact with him, David has very generously offered to contribute a regular column to this Newsletter, under the generic title "Nautical Nostalgia", and the first of these articles - "Ten and a Chinaman" - appears in this edition.

And on the topic of high profile outside speakers, we are still at the early planning stage for 2020, so we don't yet have a speaker lined up. However I can say that we have in mind an internationally known sailing celebrity who is both immensely knowledgeable, highly informative, and a splendidly entertaining raconteur. I am not going to mention his name at this stage because it is early days yet, and we might not get him, but that is who we are hoping to arrange.

Now that I have completed my mammoth stint of exam marking I am at last starting to catch up on other things, and then I shall be busting a gut to get myself and the boat ready to get away for a cruise in and from Milford Haven. But it will be a shorter cruise than usual this year, as it will be late July before I can expect to be ready to leave; and I need to be back by early September, because I am down to give an organ recital at the end of the month plus playing a slot at the Organfest event in New Brighton mid-month, and will need to do some intensive practice beforehand.

All that remains is to wish you all good sailing for the rest of the summer, if of course the weather perks up a bit.

A handwritten signature in black ink, reading "Oliver", with a long horizontal line underneath it.

## COLREGS

Continuing our series on Colregs, the Collision Regulations that we all have to observe, this edition focusses on the Steering & Sailing Rules, for both Sail and Power, and it draws very heavily on the PowerPoint Presentation which I wrote a few years ago for our Seamanship Course.

Perhaps I should start by mentioning, indeed perhaps I should have said this in the previous issue, that:

**The exam on this topic for Yachtmaster has a pass mark of 100%.**

**It is that important!**

In this issue we look at two broad categories: **when you are sailing, and when you are under power.**

**Sailing in this context means driven exclusively** by the wind on the sails; if you have an engine aboard you are not using it. If you are motor-sailing, i.e. you are using both sails and engine, you are regarded as being under power, not under sail.

### **When you are under sail:**

#### **When meeting a power-driven vessel:**

You will normally be the stand-on vessel, and the power-driven vessel should give way to you.

But there are some exceptions, which will be discussed in the next issue. The most important of those exceptions in our local waters is that, in effect, within the Mersey you must always give way to ships - including the Mersey ferries. A basic sense of self-preservation would probably result in your wishing to do so anyway, but you never know ...

#### **When meeting a sailing vessel on a different tack:**

You will often need to know which tack the other vessel is on.

Which tack a vessel is on is defined to be the opposite side from her mainsail; that is irrespective of where the actual wind is coming from because, if you need to assess which tack an approaching vessel is on, you cannot independently assess what wind she is experiencing - it may be different from your own wind. But (except at night) you can usually see her mainsail, and see which side it is set.

## The other boat's wind may be different from yours!



Defined to be the side opposite to the mainsail

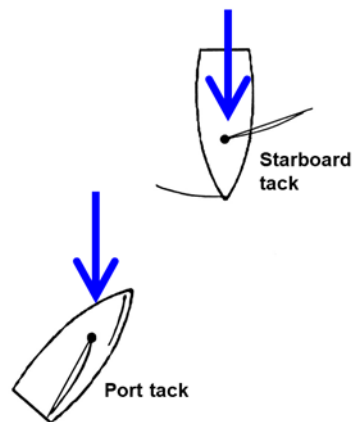
Still applies even if running by the lee.



You cannot reliably assess the wind direction experienced by another vessel some distance away - but you can usually see which side her mainsail is set.

### • Port tack gives way to starboard

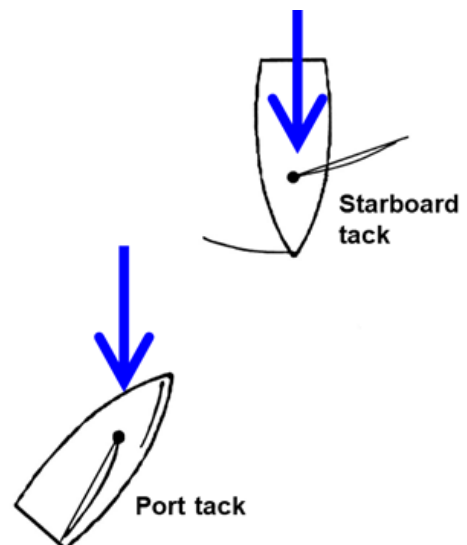
– when on different tacks



Rule 12

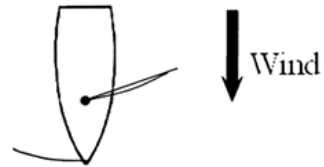
### • Port tack gives way to starboard

- In practice it is often easier than it looks
- First, be aware of what tack you are on
- You don't need to wait to see another vessel before you become aware of that!
- If on port, you will always be the give-way vessel, unless either
  - the other is overtaking you, or
  - you are satisfied that the other is also on port and to windward of you



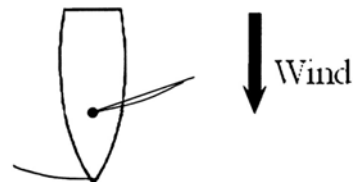
For vessels on the same tack:

- **Windward vessel keeps clear**
  - when on the same tack

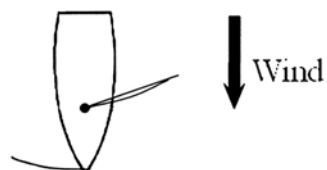


Rule 12

- **Windward vessel keeps clear**
  - In practice it is again often easier than it looks;
  - If you are close-hauled starboard you don't need to wait for another vessel before being aware of that.
  - You don't then need to identify which tack the other is on.
    - You will always be the stand-on vessel unless you are overtaking



- **Windward vessel keeps clear**
  - In practice it is again often easier than it looks;
  - If you are on starboard but not close-hauled, again you don't need to wait for another vessel before being aware of that.
  - You will always be the stand-on vessel unless the other vessel is also on starboard, AND is under your lee.
  - Unless you are overtaking.



So the general rules when under sail are:

**Overtaking vessel keeps clear - ALWAYS**

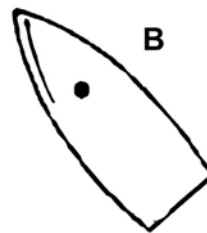
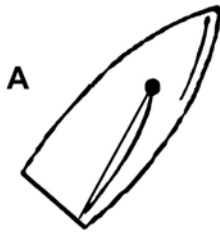
**Port tack gives way to starboard  
when on different tacks**

**Windward vessel keeps clear  
when on the same tack**

**If on port tack, and in doubt as to tack of another vessel,  
especially one to windward, or at night, KEEP CLEAR**

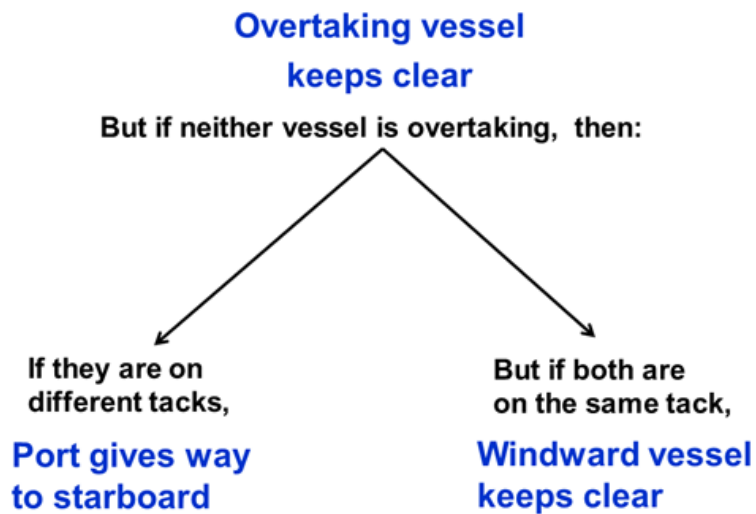
Vessel B is clearly on starboard even though not defined as such in the Colregs (because no mainsail).

In any case, A is on port, and if she can't tell which tack the other vessel is on then A must KEEP CLEAR



**If you are on port, and  
can't tell which tack the  
other vessel is on, you  
must KEEP CLEAR**

# Order of Precedence



## When you are under power:

You always give way to a vessel under sail unless either:

she is overtaking you, or

you are either hampered or privileged in some way; this will be discussed in the next issue

Thereafter there are only two further main rules that you need while under power, and meeting other power-driven vessels:

Head-on; both alter to starboard

Crossing; give way to vessel on your starboard side.

The overtaking rule, and giving way to sail and to hampered vessels, apply as always - and the first and third of these apply to BOTH sail and power. (See next issue for hampered vessels.)


## Power Vessels - Head-On

- Each alters to starboard
- Head-on exists when you are within the arc in which at night you could see both sidelights
- If in doubt, you **MUST** assume that you are head-on, and act accordingly



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## Power Vessels - Crossing

- Give way if you have the other vessel to starboard
    - Aide-memoire; at night, you could usually see her **RED** port light
- 
- If you could see her sternlight you would still give way, just under a different rule (Rule 13 - overtaking)
- Give-way vessel should if possible avoid crossing ahead of the other



So the general rules for power-driven vessels are:

**Overtaking vessel keeps clear - ALWAYS**

**ALWAYS give way to vessels under sail**

**When meeting another power-driven vessel head-on, both alter to starboard**

**When crossing another power-driven vessel, give way to a vessel on your starboard side.**

Two other rules worth mentioning, for all vessels, are:

When giving way, make your alteration (of course, or speed) large enough to be easily seen and recognised by the other vessel.

Particularly at night, turn far enough to present a different aspect of your vessel, even if you later gradually work back to your original course, so that the other vessel knows beyond doubt that you are taking avoiding action.

When giving way, if possible avoid crossing ahead of the other vessel.

Finally, a question to check your understanding. Don't be misled by the close proximity of the two boats, that is just in order to get them both onto the drawing; assume they are still a reasonable distance apart.

The answer could be anything from the two articles to date (this issue or the Easter issue):

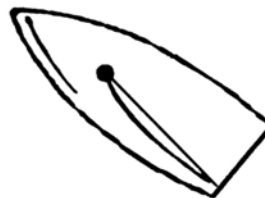
## Who Keeps Clear? And Why?



*Slow(-ish) Potterer*

**Power**

3 knots



*Ocean Greyhound*

Sail

12 knots

Answer is in the Bar Chat section ...

## PRODUCT REVIEW - OMNIA OVEN

I have previously recounted a pivotal moment in my yacht-owning career; in the mid-seventies I was a regular subscriber to *Yachting Monthly*, and in one issue I greatly enjoyed an article about a quick February weekend cruise from somewhere on our own south coast over to Cherbourg and back, taking advantage of a spot of beautiful weather of the sort which we can occasionally get in February. Naturally enough, they stocked up on “duty free” before the return passage.

I remember to this day, as near verbatim as makes no matter, how the article ended. They sailed into their home port, picked up their mooring, and then sat down to a splendid roast dinner, lubricated by some of the duty-free which they had brought back. **“I have found by long experience that the time taken to sail from XXXX buoy back to our mooring equates precisely with the time needed to roast a joint of beef to perfection.”**

How superb! That struck a chord with me, and it prompted the resolution that my next yacht, already on the horizon at that point, would have to have an oven. When I eventually bought the next yacht, which initially came without an oven, it was not long before I fitted one. And although I never roasted a joint underway, I did so on many occasions at mooring or at anchor, as well as using the oven for freshening up bread rolls, and for re-heating food. It rapidly became the most used piece of galley kit after the kettle.

Fast forward thirty-five years or so, to *Tarka II*: and now I don't have room for a full cooker, but I still regard it as important to my particular style of living to have an oven. The obvious solution is a stove-top oven, and I initially thought of the square box type that was in common use in caravans and on camping stoves in my boyhood. Most have now disappeared from the market, although Coleman still offer one (which at my last check, a few years ago, has to be imported from USA); but these are too large for my boat, and in particular they are too wide for my two-burner stove, as they take up the width of about one and a half burners.

My solution was the Omnia oven, a Swedish stove-top oven, which is available from some yacht chandlers and also some camping and motorhome outlets, and (of course) Amazon;

<https://omniasweden.com/en/home/>

Their own website provides a useful overview:

Works on  
most hobs

### SIMPLE AND ROBUST

The ingenious three-part Omnia utilises heat from the stove and generates both top and bottom heat. A circular aluminium food container with centre hole sits on a matching stainless steel support that is placed over the heat source. The heat spreads along the bottom of the food container and as it rises the specially designed lid with ventilation hole diverts the heat over the top of the container.

Materials, dimensions and weights:

Stainless steel base, aluminium container and lid.

Diameter 250 mm, container volume 2 litres, height 7cms,

total height including knob 14 cm, weight 0.5 kg.

NB! The enamelled based Omnia should not be used on ceramic hobs as the enamel can damage the hob.



The manufacturer claims that the Omnia can do everything that one could do in a conventional oven. Clearly that has to be interpreted as the ability to do anything where its size and geometry permit; one could never, for example, use it to roast a turkey. And indeed most joints of beef would be too large to fit in.

I have found in practice, over extended cruises every year for at least the last five seasons (possibly six) that it does some things very well indeed, although some obviously not at all (simply because of its limited size), and I have also learned some useful dodges.

I have regularly used it for warming sausage rolls and the like, and occasionally for freshening up bread rolls; but mainly I use it for cooking my dinner, or at least part of it. The latter can be anything from a ready-meal when I am in port (courtesy of the local supermarket) to roast chicken portions, or roast beef or lamb portions (subject to constraints of size), roast potatoes, chips, Dauphinoise potatoes (ready prepared, courtesy of Mr. Tesco), etc.

It monopolises one burner of my Origo spirit stove, so the rest of the meal is cooked on the single remaining burner. However if one allows just a little extra time it is not difficult to cook two pans on the single burner by alternating them, each having a few minutes in turn.

I have a dedicated piece of carpet tile on which I can pot hot saucepans, to allow them to continue to cook in their own heat while the burner is used to bring a different pan back to the boil. However the hot base of the oven (and also the fry-pan and grill pan) are all too hot for carpet tile, which I presume is nylon-based, and they melt it, so I also have a dedicated flat piece of wood for use as a mat for those items. With a little bit of ingenuity (and much practice) I find that I can readily cook an easy but very tasty dinner, and that - to paraphrase the ending of that *Yachting Monthly* article, and with just a modicum of monitoring and occasional adjustment;

I have found by long experience that the time taken to consume one gin and tonic at leisure equates precisely to the time needed to cook dinner to perfection.



**Sirloin steak with wholegrain mustard, dauphinoise potatoes (courtesy of Mr. Tesco), fresh broad beans, and a reasonable wine. Alright, I slipped up; with that meat it should have been a red wine!**

Some points learned by experience:

Before using the oven I always start by putting just a very little cooking oil into the food container, and I then use a piece of kitchen roll to spread this oil over the entire cooking surface.

Once the contents start cooking it needs surprisingly little flame to keep them cooking, and it is all too easy to get it far too hot - with the risk of spoiling everything, or worse. My technique is to first bring it up to temperature, perhaps using half flame or less for this initial stage, and then as soon as I hear the food start to sizzle I turn the flame right down almost to the absolute minimum, and thereafter judge how much flame to use by ear, listening to the food very gently sizzling and aiming to keep it at that - and with the emphasis on "very gently".

Inevitably, temperature control is manual, by adjusting the flame height, and until one acquires familiarity with the system it may need a lot of monitoring.

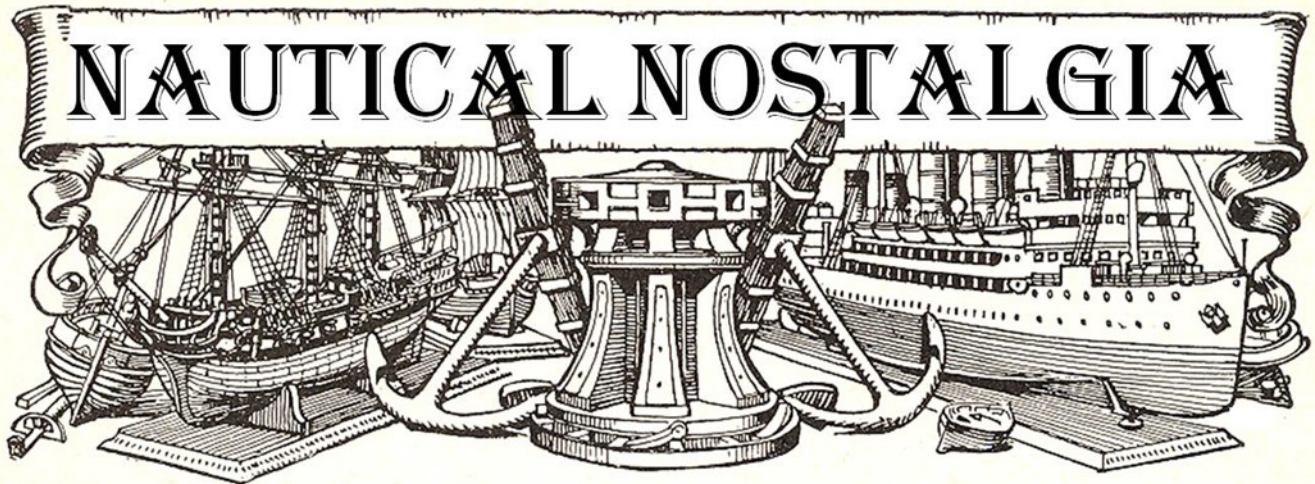
Everything on the oven gets seriously hot, so use oven gloves (or equivalent) for everything, even for just lifting the lid; and be very sure that whenever a hot component (whether lid or complete oven) is placed on a surface you use a suitable insulating mat.

On my one (dating from 2014 if not earlier, but there have been some upgrades to the product since then) the metal components will inevitably become stained in use. This is purely cosmetic, and does not affect the quality or taste of the food. With care I have found that I can occasionally lightly scour it, but at the risk of destroying the coating, so this is a remedy for very occasional use only. I do not regard it as having an indefinite life, and after a lot of service over the last five or more seasons I may well replace my one with a new one sooner rather than later.

Some larger portions, and some ready meals, require a degree of ingenuity in order to fit them into the food container.

### **Overall assessment:**

An accessory well worth having in a cruising boat if you don't have space for a conventional oven. The conventional oven is undoubtedly better, and more flexible, but when space prevents that option the Omnia is a very good compromise.



## Ten and a Chinaman

(Why nautical speed is measured in knots)

### Capt David Bray

Ship speed is measured in "knots", a knot being a speed of one nautical mile per hour. I am occasionally asked why this unit is so named.

Back in the days of sail, with no modern technology of any kind, it was important that a record be kept of the distance the ship had sailed. This was to allow the Master to calculate the ship's position from a reckoning of courses steered and distance made good since the last positive "Fix". This technique is known as "Dead Reckoning", the "Dead" really meaning "deduced". In a sailing ship the ship's speed was measured every hour, and recorded in the "Log Book" (hence the name of that document in ships, aircraft and elsewhere).

Speed was measured using a crude piece of equipment known as the Log. This consisted of a canvas drogue attached to a length of light line. The line was stowed on a reel and had a knot tied in it at 47 foot intervals. A thirty-second sandglass was also provided.



*Apprentices on a sailing ship 'streaming the log'*

To "Stream the Log" the ship's apprentices would gather on the poop, and the drogue was paid out over the stern. As the ship sailed away from the drogue, the line paid out freely from the reel. When the first knot ran out the sand glass would be turned. Thirty seconds later the line would be grabbed and recovered. The number of knots would indicate the ship's speed.

When I first went to sea, this "technology" was a thing of the past, but what we used then would still be viewed as stone-age today. The Walker patent log consisted of a finned torpedo on the end of a long line. This was streamed astern, and turned in the ships wake. Mounted on the taffrail was a clock device which effectively counted the turns of the rope, reading out in miles made good. We cadets had to read this device every hour, reporting to the Officer of the Watch. At that time, navigators would often refer to a small fraction of a knot as a "chinaman", thus 14.2 would be referred to as "fourteen and a chinaman". Where did this term come from?

A probably apocryphal story provides the explanation. A sailing ship was underway in the ocean, hundreds of miles from land. The apprentices were aft, streaming the log under the supervision of the Captain. While this was going on, the Chinese cook came on deck with a bucket of potato peelings, and ditched them overboard. Unfortunately he chose the wrong side of the ship, the windward side, and they all blew back, most of them ended up plastered all over the Captain!

The Captain, quite understandably, picked up the hapless cook and threw him overboard (as you would)!

So the Chinaman was thrashing around in the ocean while his ship sailed away from him. He was going to drown! He couldn't swim. Suddenly he realised he had grabbed a rope, but it was wet and he couldn't get a grip on it. Then, his hands snagged a knot which allowed him to hold on. A few minutes later the apprentices bundled the sodden, terrified but relieved cook over the rail.

The Captain came over and said to the apprentices "What's she doing, then?"

The reply?

"Ten and a Chinaman, Sir"



*Walker log; ship version, "Cherub" Mk. II*



*Walker log; yacht version, the "Knotmaster"*

*Your Editor still has one, complete with its box, which he purchased new in 1973, and which served him on his first two yachts.*



## BAR CHAT

In case you missed it, a news item from 1<sup>st</sup> July is worth passing on.

Two UK endurance sailors set off from Salcombe on 15<sup>th</sup> June for a circumnavigation of mainland Britain, in the family boat of one of them, a 60-year-old Wayfarer, the *Nipegegi*. They successfully completed the 1390 nautical mile circumnavigation, and arrived back in the same port “safe, but tired” on Monday 1<sup>st</sup> July, after a passage of just over 15 days. That is an average of over 90 miles per day for 15 days on end, and some of that will have been to windward, when they won’t have been able to sail any closer than about 45° to their desired course, (except when the tide was helping, and that would be balanced in roughly equal measure by occasions when the tide was against them).

100 miles per day is a very acceptable passage speed for a small yacht on an ocean passage, and in a yacht one expects to have decent accommodation available when off watch, including a berth to sleep in, and cooking facilities, etc.. Dinghies, even well equipped Wayfarers, have no such facilities. The report which I initially saw didn’t tell us whether they kept her sailing 24/7, and simply took turns to kip on the floorboards, but researches online indicate that that is more or less how they did it, and it seems that they also did their cooking and eating without slowing down. One can only admire their stamina; as one online commentator said, I think Frank Dye would have been impressed.

And the whole voyage was also a charity fund-raiser.

The two stalwarts were Will Hodshon, 42, and Rich Mitchell, 44, and they are claiming the voyage as a record, which they hope to have verified by Guinness World Records.



<https://nipegegiroundbritain.com/nipegegi/>

<https://nipegegiroundbritain.com>

Very well done, guys.

-o0o-

-o0o-

-o0o-

-o0o-

Colregs; answer to the final slide:

## Who Keeps Clear? And Why?

- **Did you get it right?**
  - **Ocean Greyhound, under Rule 13**
    - Overtaking rule
  - **In fact Ocean Greyhound would give way under any, and all, of 17, 8(c) and (d), or 13**
    - Absolute responsibility to avoid collision
    - Avoid close quarters situation
    - Overtaking rule
- **Or did you go for power gives way to sail ??**
  - All three of the above come before this one!

## UNUSUAL BOATS – 17

### Minimal Boat ...

Only in India ...



Perhaps getting into training for the World Tin Bath Championships - I kid you not - held in Castletown Harbour, Isle of Man. See our Summer 2015 issue, or alternatively Google it.

<https://www.bbc.co.uk/news/world-europe-isle-of-man-32796694>

<https://www.visitiom.co.uk/events/world-championships/world-tin-bath-championships/>

<https://www.facebook.com/WorldTinBathsChampionships/>

[https://images.search.yahoo.com/search/images;\\_ylt=A0geK.PUsoJcFCYA3S9XNyoA;\\_ylu=X3oDMTEycHBtMWNzBGNvbG8DYmYxBHBvcwMxBHZ0aWQDQjY4MzNfMQRzZWMDc2M-?p="World+Tin+Bath+Championships"](https://images.search.yahoo.com/search/images;_ylt=A0geK.PUsoJcFCYA3S9XNyoA;_ylu=X3oDMTEycHBtMWNzBGNvbG8DYmYxBHBvcwMxBHZ0aWQDQjY4MzNfMQRzZWMDc2M-?p=)

## NEXT ISSUE

**Press Date will be September 15<sup>th</sup>, please**

And we would love to have some contributions from other members, so that I don't have to write it all ... ..

These don't need to be full articles, and note form is absolutely fine; I can work it into publishable format if necessary.

Oliver