



# Seaward Squadron

## Cowes, Isle of Wight - Rally 2010

Friday 10th June - Sunday 13th June



*Cowes Yacht Haven (photo taken on the evening before the 2010 rally)*

On Friday June 10th twenty two boats assembled at Cowes Yacht Haven for the 23rd Seaward Rally. These were:

Boat Name	Skippers Name	Home Port
35 Alchemy	David Harland	Guernsey
35 Vikla III	John Webb	Hythe
29 Indigo	Reggie Jeffes	Hove
29 Boxer	Jill Murphy	Hamble
29 Greta	Johann Etasse	Guernsey
29 Braveheart of Poole	John Palmer	Port Solent
25 Blue Peter	N Shipley-Collins	Birdham Pool
25 Sarnia	Simon Parkin	Chichester
25 Merlin of Southampton	Ron Foster	Yarmouth IOW
25 Pegasus	Barrie Humphreys	Bucklers Hard
25 Sea Otter	Iain Watt	Hamble
25 Moonfleet	Paul Wilmott	Poole
25 Jumper	Michael Awty	Hamble Point
25 Swan Song	John Roome	Lymington
25 Sirius of Weymouth	Euan McNair	Weymouth
23 Blue Dawn	Kevin Horton	Weymouth
23 Serafina	John Foster	Lymington
23 Ayo	Rob Chapman	Beaulieu
23 Verity	Felix Hetherington	Bembridge
23 Lady Ruth	Richard Villalard	Guernsey
23 Linnet	Tom Rayner	Bucklers Hard
23 Sea Song (C Time)	Michael Palette	Southampton

### The Seaward Squadron

The Seaward Squadron is an informal association of Seaward owners.

It gives a forum for owners of Seaward boats to meet and exchange ideas. New and prospective owners are always welcome to seek advice.

Each year a friendly get together is arranged. The first meeting took place in Guernsey in 1988 when just seven boats took part.

We have visited most of the Solent harbours and ports as widely spaced as Plymouth, Cherbourg and Guernsey.

This year, which was the 23rd gathering, Cowes, IOW, was chosen, as it gave easy access for boats based on the South Coast, the Solent and the Channel Islands.

In 2011 it is proposed that the meeting will be based in Bucklers Hard in the Beaulieu River and it is hoped that a record number of craft will attend.

Details will be advised as soon as possible.

*David Harland*



# SEAWARD SQUADRON

COWES IOW 10<sup>th</sup> to 13<sup>th</sup> JUNE 2010

Craft started to arrive around mid-day on Friday, with Sea Otter being one of the first to arrive. Soon other boats appeared and they moored up in the specially reserved area at Cowes Yacht Haven. Alchemy had arrived earlier in the week to ensure she was there to greet the Squadron members.

One of the last boats to arrive on the Friday was Lady Ruth who had made the passage, single handed, from Guernsey in a brisk NE wind.



The Squadron gathered at Cowes

It was especially appreciated that the Yacht Haven had made the effort to enable all of the Seawards to moor in the same area as this made an impressive scene.

During the afternoon skippers and crew relaxed ready for the evening meal at the Island Sailing Club



Getting ready for the evening



The Island Sailing Club

The Island Sailing Club occupies a fantastic location with views over the Solent and the entrance to the Medina River.

Squadron members enjoyed drinks in the bar before taking their seats at table for three course meal.



A busy table.

Barry and Alison joined the party as did several other members who did not bring their boats.

Saturday dawned as a fine sunny day and members were free to explore the Isle of Wight in which ever way they chose.

Many took a walk up to Osborne House, others visited the Sir Max Aitken Museum with it's fascinating and unique collection of marine artifacts

During the late afternoon, Seaward 29 - Greta arrived. Johann Etasse had completed his first single handed channel crossing.



Tables at Royal Yacht Squadron





The highlight of the weekend was a Champagne Reception and Gala Dinner, hosted by Seaward Marine Limited, at the Royal Yacht Squadron.

Prior to the dinner 10 lucky people, chosen by a draw the previous evening, had a guided tour of 'The Castle' at the RYS. This was conducted by James, the chief steward. The RYS was formed in 1815, just ten years after the death of Nelson and the building is full of maritime history.

After the dinner the Index of Achievement Award was presented by Mike Wood. Mike was the founder of the Squadron and it was he who devised the complex formula for calculating who deserves the award each year. It is given to the skipper who, it is considered, has made the most effort to attend the meeting. This year the award was presented to Johann Etasse who had travelled 98 miles from Guernsey, singled handed, in his Seaward 29.



Johan being presented with the Index of Achievement



Richard Villalard received the Second Prize

The Index of Achievement Award is now named 'The John Hickman Cup' in memory of John who organised the Squadron meetings for many years.

Richard Villalard also received an award. He had also travelled from Guernsey, single handed. Both of these awards were kindly sponsored by Everard Insurance.

The weekend gives Seaward Boat Owners a great opportunity to get together, swap ideas about their boats and make new friends. Everybody seems to have had a great time.



Sunset over the Solent

David Harland  
Lothlori n  
Rue des Tamaris  
Castel  
Guernsey  
GY5 7BA  
Phone 01481 255638 or 07781 155638

E-mail [davidharland@guernsey.net](mailto:davidharland@guernsey.net)

Photos are by David Harland, Alan Jones, John & Sue Webb

To enable, easy and cost effective, communication, I am trying to build a list of email addresses for members of the squadron. If you have not already done so, I would appreciate it if you would send an email to the above address.

Thank you.



## After the Rally

Boats started to leave Cowes during the Sunday morning to return to their home ports.

The three Guernsey boats, in company with Samia, left Cowes around mid-day for Cherbourg. They had a fine run across Channel in near perfect conditions. All went well except for two events on Alchemy.

Firstly the crew were whiling the time away when a pigeon flew in cabin door. He was thrown out of the window, only to circle the boat and fly back in again. This time the cabin door was closed and he landed in the



cockpit and sat there until land was sighted. The second event happened about 10 miles from Cherbourg when there was a sudden change in engine note



and it was obvious the something had fouled the props. Careful forward and reverse throttle freed the major part of the obstruction and they continued at reduced speed into the marina. As they tied up a French scuba-diver came past and willingly jumped in and removed the remainder of the netting.

Next day the Guernsey boats continued onto St Peter Port and after an exciting passage through the Alderney Race arrived safely back home.

## Some details of Greta's Trip to Cowes 2010

Departure date Saturday 12th June 2010 Departure Time 0900hrs from QE 2 Marina St Peter Port.

Weather Overcast Wind F4 NE sea Moderate.

Leaving Guernsey Via Little Russell sea state as always turbulence at North end of Russell where the west coast tides meet the sea running out of the Russell. Trip was routed through the Alderney race so therefore our tidal gate was at the head of the Race and Cap De La Hague LH. Time of slack water -1 Dover. As wind was over tide on the day it was of the utmost importance to arrive on slack water on the exit thru the race. This was planned and did work out very well on the day, so now onwards into the English Channel and the Shipping lanes, again care should be taken to avoid the very large ships as they can present a very real danger should you encounter engine problems when crossing. I have the new AIS receiver installed on my Boat so I can get an overlay of all shipping over 300 tonnes indicated as icons on my chart plotter and radar screens, this proves to be an invaluable tool, when making your way thru the shipping lanes.

The crossing was going quite well and was my first time solo in crossing the English Channel good planning does make life a lot easier, but as always sea conditions after recent bad weather can leave the Channel a little lumpy in some areas and with wind on the nose all the way, it was not long before Greta had to reduce speed down to 10-12 knots to cope in the poor conditions. Heading on towards the Southwest entry to Cowes via the Needles channel the sea conditions and general weather improved dramatically and soon the final 20NM to needles LH was covered at approx 18knts, which is an ideal cruising speed for My Seaward 29 Greta.

On approaching the Needles Channel my GPS Plotter decided to give up and was quite useless as an aid any longer ( apparently a software update was required to fix the problem, no body tells one about these things, but now I know. David Harland (Alchemy) very kindly carried out the update for Greta once we were into Cowes many thanks indeed.

So trip log now reads 97.8NM arrival time 1530hrs (6.5hrs for the whole trip) Burnt 65 gallons of fuel giving my vessel a fuel ratio of 10 gallons per hour. Not bad for 2 x 240HP diesel especially at Guernsey duty free rates.

Regards Johann