



NIEUWSBRIEF

NELSON BOAT OWNERS CLUB

www.nelsonboatownersclub.co.uk

DECEMBER 2012



An eventful Nelson year 2012 is almost complete and we would like to review this year's events.

At the end of last year we received notification from Adrian Roosen, our praised chairman that he wished to resign from his role. This was a sudden announcement and for many a sad and incomprehensible decision. Adrian is known by all our members as the enthusiastic founder, propelling force, pace setter and figurehead of our club. He is also the main club contact and connoisseur of the Nelson world both here and in England. He maintained the contact with our

English friends and organised much that was needed despite his busy job in which he continues to travel the world. Adding to that his hectic private life, nothing which concerned the Nelson Club was too much for him. His stepping down has made us aware that we have to pass the baton, but to whom?

We have discussed this in a small group and some names have been mentioned. It has been suggested that the new chairperson should be chosen at the annual meeting. For now a small group, made up from Marijke, Pieter, Louke and

your correspondent we have decided to organise essential matters. We have approached a few members and asked them whether they would be willing to be the chairperson. However, we have not been very successful in this and consequently I have stepped into this role for now. However do I really want to do this? Besides the search for a new chairperson, a newsletter had to be produced in order to provide information about the spring meeting. Also an article had to be written about our experiences in England during the J class event in

the Solent. A great deal of wonderful pictures have been taken obviously of the fantastic sailing yachts but also of the Nelsons and Northliners who were there and following the events. Ideally a collage should be made of all the beautiful photos.

Now after the J class event in Cowes, we are further into the year and still have to arrange some matters for the past year and also for the New Year. We are actively looking for members who are willing to help with this. In anticipation of this here is a summary of a number of items.

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RALLIES 2012

The Spring meeting in Katwijk/Noordwijk

In March this year there was the fascinating visit to the fishing museum in Katwijk. Here we could view how in the last century the wooden fishing boats were propelled from the beach in to the sea by horses and what equipment was used for fishing. With bad weather there was always the question who would return safely to Katwijk beach.

After the visit to the museum we had lunch in the beach house 'Breakers' at Hotel Huister Duin in Noordwijk. A fantastic and very sociable location with an open fire, a direct view over the beach and a very restless North Sea. After pre-lunch drinks and during lunch the departure of Adrian as chairman had been discussed and the first decisions have been made for the rally to the Solent for the J class event in July 2012.



The J class event July 2012

Early in the year, in consultation and cooperation with Simon the preparations for the Cowes rally were started. At that stage it was not clear as to how many Nelsons and Northliners would make the crossing, nor did we know the eventual size of the combined Dutch and British fleet and where it would be moored. Clearly a large number of boats would come to Cowes to watch the racing which would put pressure on berths. The various berthing options were discussed and eventually 20 Nelsons and Northliners were berthed in Shepherds Wharf. A first class affordable experience in a very hospitable harbour. The debate about white/red diesel reared its head again time after time. In England you can only buy red diesel in the marinas and harbours and can have bad consequences if you are checked by the Customs on return to Europe. Fortunately this problem was solved by Simon who arranged for a fuel tanker filled with white diesel to attend the Bembridge weekend. As the date of the trip comes closer the shipper and crew of the fleet are getting more nervous. The weather is monitored closely and tension rises as it continues to be

unsettled with no sign of improvement.



Despite this the departure date of Saturday the 14th of July from Breskens stays the same. The Nelsons which have arrived in Breskens on Friday & Saturday and which are ready for departure are Clair of Rue, De Bark, Stern, Tinn and Flyer (a secret contingent of Northliners appeared to have departed from another harbour). During the Saturday all weather socks were called on but this had no positive effect on the weather conditions.



At our wits end we decided to have a meal in the main restaurant with all crews. We were all getting more and more worried that we might not be able to depart at all or perhaps would have to cancel the whole trip. During pudding the weather seemed calmer and after a final check of the forecast there is a sudden announcement of 'now or never'! There is a sudden lull in the weather, everyone abandons desert, engines are started and we are on our way!

Meanwhile Stern has decided to enter Brighton in order to refuel and soon afterwards Clair of Rue also decides to have a break and enter Brighton. De Bark, Tinn and Flyer continue in the direction of the Looe channel and Isle of Wight.

Now its getting more serious. The wind continues to increase to approximately westerly 5-6 but fortunately on the nose.

The following are notes for the log on Flyer:

- 21.50** - Departure Breskens
- 04.30** - Passed Dunkerque – calm sea 9/10 knots
- 08.00** - Off Dover – calm weather and sea
- 12.00** - Beachy Head – Calm weather (see photo)
- 12.15** - Royal Sovereign – Calm weather
- 13.41** - O-Meridian passed – westerly wind increasing



RALLIES 2012

After a rough trip of a few hours in which de Bark follows closely in our wake, we are greeted by a siren, Paul's Nelson at the end of the Looe Channel. On board are Paul and Simon, who despite the rough weather have made the effort to meet us and guide us in to English waters fantastic!



As we get closer to the Isle of Wight the sea calms. Once in the Solent the last miles (still a two hour trip) were a piece of cake with reasonable weather and a nice evening. 20:00hrs Sunday 15th July, arrival at Shepherds Wharf. Flyer's approximate fuel use is 420 litres. Average speed over the whole trip 8/9 knots.



Monday and Tuesday are very welcome days of rest and recuperation so we can all prepare ourselves for the J Class event. During these two days Stern, Claire of Rue and the 50ft Esperanza all arrive in the harbour. The Dutch contingent including Bambola is now complete and they join the English Nelsons which are already in Cowes or arriving. With the exception of Tinn all other Northliners have moored somewhere else. Approximately twenty Nelsons are moored at the reserved berths at Shepherds Wharf with Esperanza on the outside pontoon. A lovely view and a great deal of pleasure to meet again with old friends.



The J Class Yachts

On Wednesday the 18th of July J class racing starts. Six boats had registered for the racing but soon it became obvious that the two of the J's had not arrived. It became a four day event between four ships which took part in the Western Solent.



The first few days were ideal sailing conditions with a stiff breeze. This made it quite a challenge to keep the packed Nelsons comfortably afloat amongst the rough waves and the other chase boats.



The Nelsons and their crews all developed their own strategies in order to watch and follow the racing. Many people teamed up with others on their Nelsons and some chose to stay on dry land.

In short there was a constant coming and going of ships which made for an exciting time. At the end of the first day of racing the Royal Huisman Shipyard arranged a party for all the Nelson owners.



On the terrace, with stunning views over the Solent, people enjoyed something to eat and drink whilst at the same time talking about the day and making plans for the following racing days.



RALLIES 2012

Flyer had a film crew from Deutsche Fernsehen on board who indicated that they had managed to shoot some spectacular scenes. Look out for a special report on German TV around Christmas time. After the J class event a BBQ with drinks, wine and beer had been arranged at Bembridge Marina. That evening the official NBOC dinner was held at the Bembridge sailing club. All the Nelsons travelled that Saturday with stunning weather from Cowes to Bembridge. In all a pleasant environment and excellent sprits all partakers of the Cowes/ Bembridge rally had a wonderful afternoon and evening.

On Sunday the 22nd July the annual meeting of the NBOC England was held in the cosy meeting room at the Bembridge Sailing Club.

The meeting is held every year in order to discuss financial affairs and other matters. It was enjoyable to attend even though your 'scribe' did not understand much of what was happening. Afterwards everyone went their own way and people started to plan the trip back home. A few boats started the trip home immediately but most crews choose to spend another week in and around Cowes.

There were a few striking occurrences that I really wish to share with you.

- Because they did not feel able to take the Lord Nelson to England but did wish to attend the J Class racing plus all the other events organised, Marijke and Louk Vrijenhoek came by car to Cowes. They were able to enjoy the spectacle on board Bambola.



- Jochen and Helma Leonhardt travelled all the way from Germany in order to attend the Bembridge BBQ and dinner at the Bembridge Yacht club.

- In one of the races the J class Velsheda ran aground on a sand bank. Fortunately for the ship and its crew, Hubert Dikken with a very experienced crew on-board Tinn were nearby. They were almost immediately on the scene and managed to attach a rope in order to attempt to pull the J Class free. With the use of a great deal of force they were eventually successful in their mission. Velsheda was afloat again but the spinnaker pole which had been used as the tow point had to be cut. As a souvenir they could keep the part of the stay which had been cut. One of the bollards in Tinn was slightly bent, both the piece of stay and the bent bollard will be kept as souvenirs.

After the competition the grateful crew of the Velsheda personally thanked the owner and the crew of Tinn and left them with a token of their appreciation.

The Return trip

After the Bembridge BBQ, the dinner and the meeting on Sunday morning everyone could make their own arrangements for the return journey. The previous mentioned fuel issue now became more serious. Some shippers had filled up with red diesel but others did not dare risk this.



RALLIES 2012

This is Bambola's story

On Saturday during the BBQ a tanker with 'white diesel' should have arrived. Unfortunately the only driver on the Isle of Wight who was able to drive the tanker was ill! He was meant to have recovered by Sunday but this was not the case (perhaps because of the beautiful weather?!) On Monday the driver was still unwell and there did not seem to be another way to fill up with white diesel in Bembridge. Fortunately Paul, who we can't praise enough, saved the day with the help of the Bembridge Harbour he managed to make arrangements for us to fill up with white diesel in the old fishing harbour in Portsmouth.

On the remaining fuel vapours, Clare of Rue, Bambola and De Bark managed to get to Portsmouth and moor in front of the Bridge Tavern and thankfully towards the afternoon a Shell tanker delivers the required white diesel for the bargain price of £1.50 a litre! This happy event is celebrated in the above mentioned pub with a number of drinks and a meal! A few days later on Saturday, De Bark, Clair of Rue and Flyer meet in Brighton. Again windy weather does not allow the trip across the Channel.

After a few breezy days in Brighton the three of us depart on Tuesday towards Dover or possibly Ostende (departure 05:15 hrs, lumpy sea, and tide with us). En route towards Ostende one of the crew on Flyer develops a serious toothache and making use of modern communication systems an appointment is made with a dentist in Dover. At 2pm that day the patient is in the dentist's chair and receiving excellent treatment.

Wednesday 1st August
three Nelsons depart
towards Breskens.

09.15 Between the moles
of Dover Harbour
12.00 Dunkerque
16.00 Ostende, here De
Bark leaves us and enters
Ostende Harbour
18.00 Arrival of Claire of
Rue and Flyer in Breskens

Your scribe has experienced the whole trip as an excellent experience shared with helpful and sociable people. Despite the constantly changing weather conditions, we look back on a wonderful trip.

The program for Spring 2013

A trip has been planned to the Royal Huisman Shipyard in Vollenhove for Saturday 9th March. The event starts at 10.30 with coffee cake and an introductory talk. We will try to show the film which has been made by the German TV. It is about the development of the J class yachts and includes the footage which was shot during the J Class racing in the Solent.

Following on from this there will be lunch, including a short official part in Café Rest Geertien in Muggenbeet. There are tentative plans for a summer/Autumn rally in Hoorn or Enkhuizen. All other suggestions are welcome. Finally your acting committee wishes you Merry Christmas and a safe boating season for 2013.

