

LION TIMES

ROYAL HARWICH YACHT CLUB MAGAZINE

Issue 01 ~ AUTUMN 2011



LIFE ON A TOPPER

Stephen Clayton tells all

CRUISING THE BALTIC

James Littlewood tempts you...

RHYC & THE AMERICA'S CUP

James Ashbury - unsung hero?

PLUS: THE NORTH SEA BY AJAX ~ BUILD YOUR OWN BOAT ~ A NICE CUP OF GIN?



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THE LION TIMES Photo Competition

Your chance to have your photograph in print and win one of our special prizes.

We would like to see photographs from your sailing season – racing action shots, places visited, unusual sights, people you meet – we will consider them all.

We will publish those selected as the best of them in our next edition and winners will receive special prizes.

All entries should be sent by email to the Club's Office Manager at Office.Manager@royalharwich.co.uk

This is your magazine and your chance to show us what you can do!

The closing date for entries is 31 October 2011.



A MESSAGE FROM THE COMMODORE



Welcome to the first edition of the new look *Lion Times*.

This is a year of change in the Club. A very new Flag Officers team, a new

look website and now a new look Club magazine. We are also now home to the Holbrook Coastguard team and in the process of installing a new computer system which will enable us to communicate better with you, the members. However, whatever changes we go through, the heart of the Club remains with its 1100 members who are committed to the enjoyment of sailing both from our Club house on the Orwell, as well as to places far and wide.

As we debate the pros and cons of our development project we all need to have the Club's interests at heart, remembering why we became members of our prestigious Club and why we must preserve the soul of our Club, together with the special facility and privileges that we all enjoy. In the debate about what we need, want and don't want, we must remember the needs of the whole Club,

from the most junior Oppie sailor, to those that race and cruise far and wide. But, in all of this, we must not forget those that no longer sail and those that have given a life time of commitment to our Club and who continue to enjoy it as a place to meet old friends. Our collective responsibility is to preserve and improve the Club for the next generation.

Having been present at our two Junior Weeks this season, I am incredibly impressed by both the strength of our junior section, who are developing into such talented sailors and the total dedication shown by those who lead them. There are few Clubs who do what we do across the Club as a whole and as well as we do.

Good luck to all those who represent our Club as they race in events all over the UK and internationally as well as at home on the Orwell. Cruising members are flying our burgee this year in places as far apart as the Arctic Circle and the east coast of the USA and its good to get news of them as they sail in different waters to those of sailing in our home waters of the Orwell and east coast.

Finally our thanks to Jim Grant, Simon Shand-Brown and Derek Simonds for taking on the huge task of getting this first edition of *Lion Times* off the ground. Please do let us have your feedback.

Enjoy the rest of the season.





OPEN YOUR MIND CRUISING THE BALTIC

WORDS ~ JAMES LITTLEWOOD

So you have cruised the east coast for many years, probably visited the flesh pots of the Solent and now hanker after something different. How about the Baltic?

Your immediate response is that it's too far, you do not have time, it will be cold etc. Let's start by reviewing those comments. I believe that the Baltic starts at the other end of the Kiel Canal, so that includes Denmark, Sweden, Finland, the Baltic States, Poland and Germany.

GETTING THERE

From the RHYC marina there are various options for getting to Kiel: option one is to get a load of male winch gorillas and a cook, go to Harwich, turn left, miss the north-west of Holland, go into the Elbe and up to Brunsbützel and the Kiel Canal. That's about 320 nm plus 60nm for the Kiel Canal transit. Option two, the way I do it, is to go to Lowestoft, then across to IJmuiden, up through the north Dutch Canals, out at Lauwersoog, across to Helgoland and then into the Elbe and Brunsbützel. The other option is to go across to Southern Holland, probably the Roompot, and use the standing mast route to Lauwersoog. The two latter routes will take 5 to 6 days plus a day for the Kiel Canal transit. So, in a week of easy cruising you are in the Baltic.



Pictured above: Kiel Canal



OR THE EASY WAY

If you are working too hard to spare that long for a passage trip, then you are probably earning enough money to pay a delivery crew to get your yacht to Kiel. Take a cheap flight to Hamburg, get the bus to Kiel and spend a couple of weeks cruising Denmark, then get your delivery crew to bring the boat home. In 2000 I did that, except we drove to Kiel and the delivery crew drove my car home then drove back to Kiel a month later to collect our yacht.

BALTIC WEATHER

British weather tends to be dictated by Atlantic depressions. Once you get to the other end of the Kiel Canal, and certainly by the time you get to the east coast of Sweden, these depressions seem to have dissipated and high pressure predominates. In 2008 I donned my shorts in the Brunsbützel Lock on about the 6th of May and took them off, actually they fell apart; when I got home in September. We had wall-to-wall sunshine for weeks at a time.

THE ISLANDS OF DENMARK

Denmark is a wonderful cruising ground in its own right. Rolling scenery, excellent anchorages, good marinas and pleasant towns. Two weeks cruising the southern islands would be a good start to Baltic cruising. Head north to the island of Als and do an Als Runt (a circumnavigation) anchoring at various sheltered bays on the west coast and then stopping at one of the Sonderborg Quayside cafes for breakfast with your yacht moored just a few feet away. Ten miles to the east is the island of Aero, an island that is regarded by many as one of the prettiest in Denmark. There are three marinas. I would recommend Aeroskobing; in August it will be very busy but get there about mid-afternoon and there should be no problem in finding a berth. Then use the excellent local bus service to explore the rest of the island.

The only addition to your normal cruising equipment would be to add a couple of flat fenders to cope with the Danish box-type moorings; enter between a couple of posts and then bows onto a walkway. Board over the bow. One tip for the slightly beamier yachts; lift your fenders out of the way as you enter between the posts and then drop them again when you

“The Stockholm archipelago is a wonderful cruising ground”

James Littlewood



are in. They speak English and do not use the Euro!

Germany is another option for those short of time. The island of Ferman is well worth a visit and a place where a number of British people leave boats for the winter. Lubeck, the original Hanseatic City, is one of the most stunning cities I have ever visited and a circumnavigation of Rugen could take as long as you like. Incidentally, it was whilst approaching Lubeck that we found the 'new' bridge; not on our charts and not mentioned in the pilot book; it is times like this that the sense of adventure comes into play! Again Lubeck and Rugen could be done in a couple of weeks from Kiel.

BEWARE SWEDISH ROCKS

For those with a bit more time the options are endless: in 2008 we went to the Stockholm Archipelago, out to the Arland Islands, back across Sweden via the Gota and Trollhattan Canals and home via the east coast of Denmark. We had a week moored in the centre of Stockholm and a similar time sailing on Lake Malaren which I later described as the 'Swede's Sailing Secret'! The Stockholm Archipelago is a wonderful cruising ground. Here you will need to open your mind to various

changes: dropping a stern anchor and tying the bow to a rock is the first. Find a bay and practise where there is no-one watching for your first attempts. Another change to the east coast is that if you find someone in an anchorage then you go and find another one! There are more anchorages than boats. And do not forget that Swedish rocks make a different sound when you hit them than sliding gently onto east coast mud. And if you do not hit the occasional rock, then you are not exploring hard enough! Our 2008 trip covered around 3600nm and took just four months; that averages 30nm a day. A chart plotter or computer, stern anchor, bow ladder and buoy grabber are essential additional bits of equipment that you will need. And do not forget the myth about there being no tides in the Baltic; the myth may be correct but find out about wind created surface drift before you go there!

So, fellow members, open your mind, get your sense of adventure going and head north-east. You will see wonderful scenery, meet fascinating people, all of whom speak English, visit historic cities and have a cruise to remember. And of course, if you are in the Club Marina, Geoff wants your berth for summer visitors!

In the next edition

The Baltic States and Beyond

Pictured above: Stockholm Archipelago



LIFE ON A

WORDS ~ STEVEN CLAYTON

The Topper Class has one of the largest fleets in the country with a very high standard of racing and it is also a very friendly class.

The Eastern area alone runs lots of high quality open coaching throughout the year, a great place to start learning how to race, and there are the club's Volvo race training sessions. Another way of starting is through the RYA zone squads, which have trained many of the country's best sailors; it is how I got involved with Toppers and it was a great way to learn and make some amazing friends. To be part of this squad, you need to be selected and that means attending the selector events, the RYA zone championships, another local event and a training day.

Every area in the country runs a 'traveller series' and one of these events is hosted by RHYC. These are small local summer events at good venues and attract around 25 boats; they are good fun as everyone is friendly and welcoming. They also provide the opportunity to pick up hints and tips from the leading sailors.

The Topper class is one of the biggest in the country because of its national events. There is a National Series of five events, the Winter Regatta, held this year at Datchet, the Inland Championships (at Grafham Water for over twenty years)

and the National Championships, held last year at Pwllheli. These events attract huge numbers of entrants and bring in competitors from all over the UK and Ireland and everyone acts like one big family, helping each other, sharing things they have learned and just enjoying themselves. Last year I came 12th in the National Series and in this year's Winter Regatta and Inlands, I came 5th and 15th respectively; both of these are improvements on last year.

The annual World Championships attract competitors from many countries, although the number of boats is not as great as the national events there is still a lot of serious competition. To cope with the large number of boats, the class uses three-digit championship numbers which can still be seen if sails are reefed, making the recording of results easier. There is also separate training and racing for smaller sailors with the 4.2 sail.

The national squads are selected from three events of the National Series and the National Championships, and there are four such squads this year for different age groups – the National Junior Squad, the National Junior Intermediate Squad, and the Junior Development Squad run by the class,

as well as the National Youth Squad where I have been a member for the past two years, having come through the Eastern zone squad and the JDS. The sailors in these squads all have similar abilities but the NJS is recognised as the top squad and many national event winners come from it. All squads receive a very high standard of coaching and some of their members have gone on into the Olympic Development Squad or to represent the UK at the World Youth Championships.

Competitive sailing in any boat takes time and dedication with so many events available, but in past years I have also done the Club's Junior Week, Deben Dinghy Week and Aldeburgh Junior Week, and I am sad to be missing Junior Week this year as it clashes with the Topper World Championships. With my successes last year, 12th at the nationals and 18th at the worlds I am hoping to get into the top ten or this year or even better, possibly winning them. With such targets in mind, I have given up a great deal of my time and had a lot of support from my coaches, friends and my parents, particularly my dad. As it is not possible to do anything successfully in sailing without support, I thank them.

“The Topper Class is one of the biggest in the country because of its national events”
Stephen Clayton





TOPPER





AMERICA'S CUP HALL OF FAME

James Ashbury, RHYC Commodore – unsung hero?

WORDS ~ BRUCE MOSS

The 1869 racing season was a triumph for the new Commodore of the RHYC, James Ashbury, whose schooner, the *Cambria*, had trounced the crack American yachts in the Round the Island Race.

This victory inspired him to race for the America's Cup for which no challenge had been made since the *America* had taken the cup to the USA in 1852. In 1870, in a race against the entire New York Yacht Club fleet, Ashbury's challenge through the Royal Thames Yacht Club was unsuccessful. His sportsmanship in such a one-sided competition was applauded by the Americans, and he returned to Britain a popular man.

1871 saw Ashbury with a new schooner, the *Livonia*, intended for a second attempt at the America's Cup. She was only a little longer than the *Cambria*, but with a massively larger spread of canvas; 18,150 square feet of sail on a schooner of 127 feet!

The *Livonia*'s huge sail area proved to hamper her rather than produce an increase in speed, and she was seen to be frequently over-pressed in heavy weather. Subsequently her racing record for the season was not as impressive as the *Cambria*'s had been two years earlier, particularly in the Round the Island match where she was narrowly beaten by the much older schooner *Aline*, the Prince of Wales' yacht. This did not dampen Ashbury's ambitions towards the America's Cup. After much correspondence and presumption upon his friendship with Gordon Bennett, now Commodore of the New York Yacht Club, he was able to negotiate a series of boat for boat races for the Cup, albeit against schooners chosen from a pool of yachts for each race.

The *Livonia* set off for New York, but she ran into terrible weather in the



Pictured above: James Ashbury

mid-Atlantic, and arrived in such poor condition that serious refitting work had to be undertaken before she was fit to race. During these repairs, relations with the NYYC deteriorated. Ashbury tried to get an agreement that he could represent several English yacht clubs, and thus lessen the odds against defeat. The NYYC firmly rejected this proposal. After several unpleasant exchanges the Americans finally offered an ultimatum; race only for the Royal Harwich Yacht Club in a series of seven matches, or go home!

Ashbury had no alternative other than to accept the NYYC terms. The *Livonia* lost the first match to the *Columbia*. A dispute concerning on which side a mark should be passed occurred in the second race, resulting in a win for the American yacht being recorded by the NYYC, whilst Ashbury claimed a win for his yacht. Rather foolishly, the organisers failed to clear the air over this impasse, and carried on with the racing programme. Ashbury's *Livonia* won the third race, but then lost the following two.

At this stage the Americans considered that they had scored a four-one win in the series and retained the Cup. Ashbury, however, scored it as a three-two situation, and turned out for the remaining two races against no official opposition. In the first of these two races Gordon Bennett's *Dauntless* escorted the *Livonia* around the course out of courtesy to an old friend,

coming in ahead despite a man-overboard incident.

However, as the *Dauntless* was not an official representative of the NYYC, Ashbury claimed victory. In the last race everybody had lost patience with the Englishman, and no vessel, not even the stake-boat, turned out to meet him. Scoring these last two races as wins by default, Ashbury claimed the America's Cup. This claim was totally ignored by the NYYC, and Ashbury departed the United States of America a bitter man. The Royal Harwich Yacht Club's one and only challenge for the America's Cup had failed.

Upon his return home, Ashbury embarked upon a flurry of indignant correspondence with the New York Yacht Club. His tone was extreme, suggesting in one letter that the Americans were incapable of running a yacht race on the same high moral plane as that in England. Such was the Americans' anger over this that they left his final letter unopened in the foyer of the NYYC for over thirty years! To add insult to injury, Ashbury published all the correspondence in a leaflet known as 'Ashbury's Reply'.

Ashbury's leisurely life of lounging about onboard his yachts with the spoils of victory was over. From being everybody's 'Best Buddy' in 1870 he had made himself America's 'Public Enemy Number One' in 1871. This reflected badly on the Royal Harwich Yacht Club who had enjoyed a special relationship with the New York Yacht Club for many years. In 1872 Ashbury resigned as Commodore of the RHYC, but remained as an honorary member whilst he sought fame in politics and foreign travel.

However, his obstinate refusal to accept nothing less than boat for boat racing had no doubt saved the America's Cup competition from being boycotted by international yachtsmen in general. The Americans eventually recognised this, and he was finally forgiven. In 1997, represented by the Royal Harwich Yacht Club, he was posthumously inaugurated into the America's Cup Hall of Fame.



ROYAL HARWICH YACHT CLUB, 2011 
THE 140TH ANNIVERSARY OF THE RHYC
AMERICA'S CUP CHALLENGE, 1871

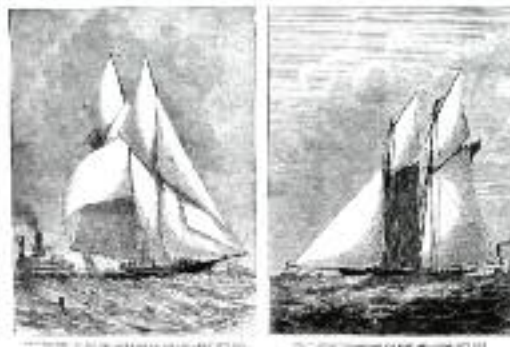


James Lloyd Ashbury,
Commodore RHYC 1869 to 1871.



The "Livonia",
LOA 127'0", Displacement 289 tons,
Sail area 18,152 sq. ft.,
Designer and builder Michael Reaney.

THE INTERNATIONAL YACHT RACE OF 1870



The America's Cup Series Results,
The "Columbia" NYYC: 9 wins,
The "Sappho" NYYC: 2 wins,
The "Livonia" RHYC: 1 win.



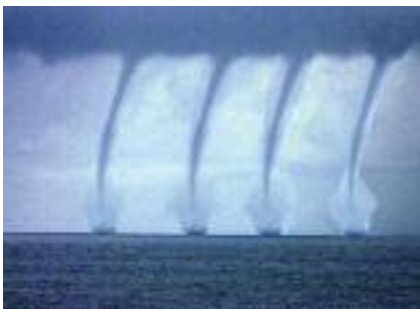
MEDITERRANEAN CRUISING

Are the adverts of blue skies and flat seas realistic?

WORDS ~ PAST COMMODORE, DAVID HALL

Many glossy brochures try to present a picture of permanent blue skies and calm seas in the Mediterranean. Nelson, however, after being capsized and dismayed off Naples in the winter, commented that the seas off Italy in winter were worse than any he had experienced in the Atlantic.

Another factor which may surprise is rain. In southern Turkey for example, it seems puzzling that the mountainsides are covered with luxurious forests (which provided wood for ancient Egypt) despite a total lack of rain in the summer. The lack is made good in the winter and rain can be cascading down as late as April.



Pictured above: Water spouts in the Mediterranean

WEATHER VARIATIONS

The winds and seas in the summer depend on where you are. In the northern Aegean, particularly in the Saronic, you may hear people say, "nothing ever happens here" which is not a bad summary of the weather. In mountainous areas it can be very different. In the northern Adriatic the winds seem to funnel down from the Alps – I recall trying to hitch to a buoy in a force 9 which was 'interesting'. Violent katabatic

winds are common close to high mountains and I lost the contents of my dinghy when it was whirled into the air while at anchor in the Dodecanese.

The biggest problem with weather is uncertainty and the northern weather lore we all learn and trust is useless in the Med. Weather patterns are very local and in some areas a force 8 can hit you in the face following a dead calm without a cloud in sight. Navtex is invariably wrong due to its wide forecast area. Fortunately, the website www.predictwind.com, although expensive, predicts changes as close as 5 miles.

THUNDER & HAIL

Thunderstorms, particularly in northern parts, can develop very quickly out of nowhere with gale force swinging round the clock. On an approach to Lefkas, temperature in the 30s, we were suddenly bombarded by hailstones the size of golf balls! Some weather tips are given by local charts and pilots. In Croatia a local chart helpfully tells us that the current flow is always northerly except when it is southerly! More usefully, it tells us to watch the clouds over the mountain tops and if they become sausage shaped – run for shelter. In the Cyclades we are advised that white cigar-shaped clouds are very bad news.

Any charter crew may have the misfortune of no wind throughout the fortnight, whereas one group we noticed lost a week stormbound in harbour. On calm days it is usual for the wind to get up at 4 or 5 in the afternoon, sometimes earlier, allowing several hours good sailing. Although it is tempting to design passages

accordingly there is a big risk of no harbour space left on arrival. A most disheartening sight for myself and crew after a long passage was to find a thick rope across the entrance and the crew of a Rib shouting, 'go away'. A good example of unpredictability is the passage from Turkey to Cyprus. Normally there is a fair wind near both coasts but in the middle the engine is probably needed. Yet the writer of the local Pilot records that, in good weather, he encountered waves so fierce in the middle that he had to spend hours riding to a sea anchor. Generally, when the weather starts to deteriorate there are no Atlantic-type long waves, more like the Wallet on a very bad day. Another area where sailing can be entertaining is the Cyclades. I noticed that a major provider of charter boats recommends the Cyclades only for experienced sailors. Again, it is possible on one occasion to have to motor through them with no wind and on another occasion all hell breaks out.

WATER SPOUTS

An article on weather in the Mediterranean would be incomplete without water spouts as they are more frequent and more dangerous than in home waters. Going westwards through the Cyclades I stopped overnight at the tiny island of Levitha. During the night a NW 9 was blowing but by dawn it had changed to a NE 6 which seemed OK and we set off on a bumpy reach to the island of Amorgos. After several hours the sea became what is happily called 'confused'. Suddenly a water spout appeared to the north. No problem, I thought, I know about them. The confidence was due to having

"Water spouts in the Mediterranean are more frequent and more dangerous than in home waters"

David Hall



been chased by one, years before, on a passage from RHYC to Breskens. That spout followed our track exactly and approached us, so I started the engine and proceeded rapidly at 90 degrees. The spout turned and followed us. Following advice, we stood on the stern and shouted and it collapsed with a roar of water a few feet from the stern. I wrote an article on this for a yachting magazine and the editor was so intrigued that he did some research. He discovered that in Victorian times, a shotgun was seen as essential in order to shoot and destroy a water spout! The ability of spouts to change course and follow a yacht is well documented and believed to be due to electrostatic attraction by a metal mast.

CYCLADES

However the 'spout' in the Cyclades had no cloud and, as I watched, it collapsed. Another appeared and soon 'spouts', perhaps 30 feet high, were appearing all over the sea. This was a mystery so later I contacted the editor who soon came back with an explanation. I had noticed that the confused sea seemed to be caused by the mingling of two wave trains, one from the north-west – left over from the force 9 and the current one from the north-east. Apparently the myth about the 7th wave being the biggest has merit. What happens is that when a 7th of one train meets a 7th of the other, the huge energy released has to go somewhere and creates a pillar of water (not a true water spout). Whereas the 'pillar' consists exclusively of salt-water particles, only the bottom part of a spout contains sucked up salt water, the upper part being fresh water particles from the cloud.

So what is the answer to the question in the heading? As perhaps more than 50% of summer days are idyllic, the adverts may be forgiven. As to the remaining days – it's all good fun!





JUNIOR PAGE

Children taste the delights of sailing...

Saturday 16th April saw the first OnBoard session at Royal Harwich Yacht Club. With the sun shining brightly and a gentle breeze it was perfect.

Five Optimists and a Taz were launched in quick succession with their young helmspeople ready to practice what they had been taught. Many of the children were only six or seven, with the parents entrusting their children to Joe Hunt, our Senior Instructor's care. Joe joined in, sailing a Topper and offering a 'ride' to one of the younger sailors.

The children headed towards Pin Mill in a light and very changeable wind before carefully crossing the channel under the watchful eye of the support boat crew and Joe and Will, the instructors. The real test then came with the children having to beat back towards the club against the tide but they did exceptionally well!

With all children safely back on shore the instructors organised paddling races from the hard, getting the children to relax and develop their confidence in and around the water. Needless to say most of them ended up in the water.

If you are interested in your child taking part, please book through the office on the Monday prior to the session – £5 members and £15 non-members. There is no hire charge for the Optimists. All sessions are on Saturdays with a briefing at 10am sharp. Please ensure your child is already changed and the dinghy rigged.

Dates:

10th September, 15th October.





SERIES ~ MEET THE FLAG OFFICERS



FAST TACK INTERVIEW KEN ROLLS

“Make your own decisions, especially if you are unsure of the forecast!”

What is/was your career?

Insurance broking, where I specialised in advising large corporations on risk financing – not a childhood ambition but I enjoyed it.

If you could start again, would you change it?

No – insurance is a people business and it enabled me to travel the world and meet some interesting people. Sue and I also had a fantastic time in the 70s when we lived in Kenya and Tanzania.

Where did you learn to sail?

I first started in the Sea Scouts (12th Colchester, Starboard Watch Leader!). When I lived in Africa I co owned an Enterprise (No 66!) and raced a Fireball on Lake Naivasha every weekend.

Are you a cruiser or a racer?

Definitely a cruiser, I love the arrival at destination after a good sail. Sue is far too competitive to get involved in racing although we have occasionally entered the Sunk and Bell.

What boat do you have now?

Akita is a Hallberg Rassy 34 and we have had her for 7 years. We always sail two up – she suits us fine, sails well and has taken us on some great trips.

What's your most valuable sailing lesson?

Make your own decisions, especially if you are unsure of the forecast! Sailing is meant to be enjoyed, not to be a worry.

What bit of kit would you not sail without?

My immediate reaction is my wife but she may not appreciate being referred to as a piece of kit! Otherwise it has to be the chart plotter – it has revolutionised sailing.

Your onboard luxury?

Probably the fridge, it makes drinking cold beer achievable!

What annoys you most at sea?

Even though my son-in-law has been known to use them, I have to say the jet ski – noisy and irritating. Other than that, it's coming across litter.

What's your favourite cruising ground?

That's a difficult one. Probably Brittany though our coast comes high up on the list with its quiet anchorages and estuaries. We have aspirations to go round Britain so that call may change.

What is your favourite sailing memory?

Arriving in Calais after our very first crossing. Part of the trip was in fog and it parted like stage curtains as we arrived off Calais. We were so proud of ourselves!

Music to sail with?

Akita's signature song is Bobby McFerrin's *Don't Worry Be Happy* but at night onboard and with a good bottle of wine, give me jazz, especially Diana Krill or Jamie Cullum. Sue would disagree!

A book to pass the time with?

Difficult one, I would probably go for Stieg Larsson's *Millenium Trilogy* because that would last me the whole trip!

Ignoring sailing skills, which three people, past or present, would you like to enjoy a sail with?

Henry Stanley, the African explorer, Ellen MacArthur and Billy Connolly to provide the humour. Not sure about the sailing but the cockpit chat would be fascinating!

Your tippie at the end of a good sail?

It has to be a pint of Wherry because that would mean that Akita is safely back home at RHYC and in her berth.



THE NORTH

WORDS ~ GEORGE JOSSELYN

In the summer of 1982 two of our Club members, David Lowe and George Josselyn, sailed their Ajax, Merlin (no.39), from Harwich over the North Sea to Ostende. In the space of a week, before returning in her to England, they also managed to pay fleeting visits to each of Belgium, Holland and France. What follows is an account of their trip across the North Sea as written in 1982.



Four o'clock on the morning of Sunday 8th August was still a very dark hour when the alarm awoke me and Felicity in a warm and comfortable bed in my parents' house at Holbrook. David arrived with the dawn and after a cup of tea we drove out to Woolverstone with two cars laden to the roofs with gear. (Knowing David's likely scepticism as to the need for much of the edible stores Felicity had got together, she and I conspired not to show him exactly how much we had until it was too late to abandon the excess!)

After a couple of dinghy loads we found that everything didn't quite fit into the cockpit and that there was precious little room for us! Nevertheless, we slipped our mooring and set off down the river under power with the dinghy, still full of gear as well, swinging from side to side in our wake. It was still only 05:40.

Fortunately there was little wind in the Orwell, and by the time we rounded Fagbury we were looking a little more shipshape and ready for sea, all the boxes wedged in the bow and *Merlin* herself feeling distinctly down by the head.

The engine was cut at Shotley Spit and we were soon out of the harbour. By 08:00, with spinnaker pulling under a westerly 2, the navigator had put us aground just before low water on the Cork Sand, a quarter of a mile south of the Cork Spit buoy. (It always has been one of his failings to cut across the Cork!) Totally the navigator's fault, but David was very understanding and with the minimum of epithets we downed spinnaker and bumped her over at maximum angle. Navigator, who had committed the cardinal sin of disregarding the bearing of the Roughs Tower and mistakenly believing one of the experimental buoys behind the Cork Sand to be the Cork Spit, resolved that if the vessel and crew were to return in one piece

he must think harder and not take things for granted even in home waters. Lesson learnt (again!).

Sea as calm as we had ever known it and the westerly breeze picking up towards force 3, our average speed rose through 3 to 4 knots. We passed the Sunk at 10 o'clock and the Long Sand Head an hour later, just as the flood began to set us hard into the Thames. We had hot water in a thermos and made cups of coffee by the Trinity buoy, shirtsleeves rolled up and ate marmalade sandwiches. Could the North Sea possibly be like this? Once before we'd rounded the Long Sand Head in David's father's Ajax, *Osprey*, but beyond that was virgin territory as far as we were concerned in *Merlin*. As the conditions were staying perfect and we weren't behind time we made the decision not to head south for Ramsgate and David retired below for a kip. We had steered 120 degrees for Ostende since the Sunk and by noon had been carried down to the North Knock but were making nearly 5 knots; if it kept up we thought we ought still to be across before dark.

The next patch of the North Sea I always think of as the no-man's land, from the Galloper (now some way to the north of us) across to the West Hinder, but since they have put in the shipping lanes it has grown shorter by some fifteen miles and now seems that much easier to cross. You can see the ships five miles beforehand (visibility permitting) and then have five miles of the traffic lane one way, a respite in the middle when you can put your hand on your heart and say "I know how far I've gone, even if I don't know quite where I am, north or south" and then five miles of ships the other way. If you're really lucky you might not even pass a wreck buoy in the second 'lane' which homes you in to the West Hinder and the final stretch to Ostende.

I always find it much easier crossing the no-man's land on the flood as it's a shorter distance to the West Hinder and if you're too far south you know at least that you'll hit the junction between the Hook van Holland and Schelde 'lanes' and the ships will all be going in different directions. If you cross with the north-going stream, on the other hand, and miss the lanes' corner by the North Hinder or the Fairy Bank you can keep going for a very long time before you hit anything else. This probably sounds like a very uneducated form of navigation to those with RDF, VHF and SATNAV, but those shipping lanes, if you use them with an echo sounder in reserve, are really an extremely helpful navigational aid as well as a reassuring psychological halfway mark on the crossing. They wake you up, too!

As soon as we got into the no-man's land and had sunk the North Knock astern of us the wind came round to the WSW and then died away, leaving us without our spinnaker and definitely down on the speed-scale. But



Pictured above: George in 2011 skating mode rather than 1982 North Sea crossing kit!



SEA BY AJAX

it was sherry time and lunchtime and sunny and warm, and there was nothing in sight around us save the blue horizon. However much everyone says we're polluting our oceans you can still sometimes find a clear blue patch in the middle of the North Sea and we certainly found it on our way across that day. A limitless horizon too, forty miles between the steelworks of Dunkirk and the potential roar of the Maplin airport, is very balm to the soul after crawling for weeks down the shadows of London's office blocks.

After lunch and the shipping forecast the breeze picked up, more to the SW and my writing in the log deteriorated a little. 'Query 6 knots' it reads on crossing the south-bound lane at 15:00 and at 16:20 we had the rare good fortune to pass the wreck buoy close to port. The breeze now freshening to SW 4, I altered course a little to starboard in case we made Ostende after the north (or rather east) going flood began on the coast and carried us past the entrance to Ostende harbour. The West Hinder came abeam at 17:40; we were sitting out now, moving fast on a fetch, and the sea was building up more as it does with the wind against tide along there.

By now it was less certain whether we would make the crossing before dark and our main concern was to get to Ostende as fast as we could. It had clouded over and the sea had returned to its more usual grey, with a few white horses kicking out of the wave-crests.

We kept an anxious lookout for the tall tower-block at Ostende but it remained elusive and our first landfall proved, on confirmation from the Ostendebank w. buoy, to be Nieuwpoort. You tend to feel that the course from Harwich ought to bring you to Belgium at right-angles from the sea but it doesn't after all and it seemed as if we'd come a long way south of it by our change at the West Hinder. In fact, however, although we altered back 35 degrees to port at the Ostendebank West since the east-going stream hadn't yet begun, we were only two or three miles south of our course and had the wind backed still more we would have found it extremely useful to have gained the southing.

Slack water at 20:55 found us at last between the pierheads at Ostende; dusk but not yet dark, relieved but not yet regretting, we had made it at last and crept slowly up the channel to the outer harbour, busying ourselves with fenders and warps. The glow of the windows at the North Sea Yacht Club came closer and moved past and, round the corner, appeared the lights of the quayside and the evening strollers of Ostende. After so many years of entering the harbour with a cabin and decks and an engine to start and a jib to clear off the foredeck, it seemed funny to ghost in as if we were dropping by the pound at Harwich. All we had to do was to slip into the first pontoon by the Dragons, instead of milling around, hailing the harbourmaster and mooring alongside another Englishman. '21:15, docked Ostende' read the log – 13 hours from Beach End to Ostende pierheads and 15 hours 35 minutes under way.

A quarter of an hour later we were having our first glasses of Belgian beer in the North Sea Yacht Club. But hunger soon set in and we found an excellent cheap steak just off the harbour front, sunk it with a bottle of wine and had just sufficient blow left in our lungs to inflate our lilos and crash into a very deep sleep.

The original log of the trip is in the Club's Library and can also be seen at http://ajax23class.users.btopenworld.com/merlin_north_sea.htm.





LIFESTYLE ON BOARD

A NICE CUP OF GIN?

WORDS ~ DEREK SIMONDS

There is a resurgence in gin amongst both traditionalists and younger fashionable drinkers alike.

A brief history helps explain where we have got to with gin today.

In the 17th century the Dutch distilled a spirit to cure everything from stomach problems to gout, flavoured with juniper from which the name derives (jenever in Dutch). British troops in the Eighty Years' War noted its calming effects, hence the term 'Dutch Courage'.

In England, gin then grew massively in popularity, becoming the opium of the masses and creating many social and health problems. Legislation in the mid-18th century made gin prohibitively expensive, driving it underground until subsequent moderation in taxes made it more affordable again.

In the British Colonies quinine was effective against malaria, and added to carbonated water it became 'tonic water'. Gin complemented the bitter taste of tonic and became a popular drink, although today tonic only contains a trace of quinine for flavour.

The need to disguise rough illicit liquor during prohibition led to the flavoured cocktail, a trend which grew with the end of prohibition. This fashion for gin cocktails crossed the Atlantic (originally with Cunard) in the roaring 20s.

Recently, gin became overshadowed by more fashionable vodka, but trends change and gin is on the way up again. Gin and tonic is regaining popularity, but the real change is in the emergence of new 'premium gins', typically produced by relatively small companies either reviving old recipes or creating new ones of their own.

Gin is a neutral spirit with a variety of 'botanicals' to produce texture and flavour; these often include juniper as well as any combination of other natural ingredients such as bitter orange, lime or grapefruit peel, anise, angelica, orris, liquorice, saffron, coriander, nutmeg, cinnamon etc.

Gordon's was developed in London in 1796 by Alexander Gordon and the recipe apparently remains unchanged today. More recently the alcohol content was dropped to 37.5%, and although a good and popular product it does not have the kudos of some of the new premium brands.

Hendrick's, one of the first new brands, is a blend of gins from two different kinds of still (both originals brought at auction in 1990). Made in small batches of 450 litres it is then further infused with essences of cucumber and rose to produce

a very characterful flavour. Just as it became traditional to drink Gordon's with a piece of lemon or lime to highlight its citrus botanicals, so Hendrick's recommends a slice of cucumber. Hendrick's now has a worldwide presence, being voted 'Best Gin in the World' by Wall Street Journal in 2003.

More new and interesting products are coming to the market all the time:

Sipsmith, established in 2009, is the first copper-pot based distillery to start up in London in 189 years, on the site of a microbrewery on a residential street in West London. Sipsmith London Dry Gin is 41.6% ABV. A classic London dry style gin, it uses 10 botanicals in its maceration. The distillery won the 2010 Observer Food Monthly Award for Best Newcomer.

The new gins are not only drunk with tonic or in classic cocktails, they are also drunk straight, perhaps with ice.

Brockmans is a gin with a fragrant character plus tones of the blackberry and blueberry with which it is infused, and a popular way to drink this is straight with a blackberry to accentuate its natural flavour.

New ways of drinking gin bring us to the title 'A Nice Cup of Gin?' Hendrick's has just launched 'Hendrick's time for tea', a pack with a cup and saucer to drink gin on the lawn with your cucumber sandwiches this summer! They also suggest cocktails such as tea time martini, made from Hendrick's, fresh lemon juice, rose petal jam and six large mint leaves.

Closer to home, **Adnams** has launched two crafted gins. The first is a 40% ABV classic gin, the second is 'First Rate', an interesting 48% product made with a blend of East Anglian wheat, barley and rye. This gin is complex, with 13 botanicals including juniper berries, coriander, cardamom, sweet orange peel and liquorice root. The distillery is based in the old Adnams brewery copper house, with handmade distilling equipment from a family company in Germany whose experience stretches back nearly as long as Adnams. Visitors to Southwold can see their new distillery which is open to the public.

If you would like to see Adnams gin at the RHYC, talk with Suzie Patten our bar manager, and we will certainly give it a try. Adnams have also offered two bottles of their award-winning gin as prizes for our photo competition so perhaps the winners will be happy to share it around!

See page 2 for our photo competition





TECHNICAL FEATURE ~ BIO-FUELS – THE FUTURE?

How will fuel legislation changes affect leisure sailors?

Lion Times talked to Lindsay Rufford from Seapower to find out.

Could you summarise what the new legislation says in simple terms?

LR. Boats must now use the same reduced sulphur fuel as road vehicles. Red diesel previously supplied for marine use is too high in sulphur but this legislation only refers to inland craft.

So why does this affect the seagoing sailor?

LR. Faced with the complication of two types of marine fuel, some suppliers will opt for the very simple solution of just dying road fuel red for all marine use – simplifying their production and distribution.

Would that be so bad?

LR. Road fuel contains a proportion of biodiesel which is not good for marine use as it provides a medium in which diesel bugs flourish. Unlike vehicles, fuel sits for long periods in boats and bugs grow in tanks that have even a small amount of water in them, either from accidental ingress or from condensation. Bio-fuel also has detergent and solvent properties, not a problem for modern engines, corrosive on seals and pipes in older installations.

So is there any good news?

LR. Some suppliers are producing a fuel especially for seagoing marine use that is bio-free. You will often hear this referred to as 'FAME free' which is short for Fatty Acid Methyl Ester or biodiesel.

Problem over then?

LR. No. It does not mean that this is the red diesel offered at the pump. The retailer may opt for the dyed road fuel, particularly at locations serving a mix of inland and seagoing boats and of course at any inland fuel stop.



One local marina fuel had to find a new 'FAME free' supplier as their existing company was only offering dyed road fuel and others could not guarantee each delivery would be entirely non-bio. Their new supplier is further away and at a higher price.

So what's your advice?

LR. Check at the pump. If it is 'FAME free' then fine, but if you have to buy bio-fuel there are precautions you should take.

(Ed's note - local marinas Ipswich Haven, Woolverstone, Suffolk Yacht Harbour and Shotley will be 'FAME free' – but still worth checking at the pump).

What do we do if we are forced to fill with part bio-fuel?

LR. RYA advice on this is pretty good – you can download from their website but in summary:

- Check tanks for water regularly – those without drains may need modification.
- Drain off water from separators/ filters and change filters after every 2-3 tank fills.
- Turnover fuel in tanks every 6-12 months.

- Consider fitting dual filters with simple switchover in case one blocks. And to add two of my own:
- Use a fuel additive that disperses water and doses against the bacteria that cause fuel bugs.
- Stop water getting in. Keep the tanks topped up, minimising the condensation on which bugs thrive and make sure deck filler seals are sound.

Finally we talked about diesel but are there any issues for petrol?

LR. This could be the subject of another article, but in short we cannot avoid bio-fuel in petrol which brings its own problems for outboards, and is behind an increasing number of breakdowns we see in the workshop. The issue is that fuel gets stale much more quickly now and will go off in a few months, and if it dries out in the engine it leaves a sludge with expensive side effects. The simple answer to all of this is always to use a petrol fuel additive – this is different to diesel fuel additive – and be careful not to confuse the two.

Thanks for your time Lindsay.



BUILD YOUR OWN BOAT

THE LAUNCH OF

WORDS ~ NIGEL MARTIN

On a glorious warm spring day at the beginning of April we launched our homebuilt mini gaffer from the RHYC slipway supported by a large gathering of family and friends.

This was the culmination of a five-year project and our first attempt at launching a boat of this size from a trailer. A very helpful discussion with Geoff Robinson on the best procedure ensured that everything went according to plan. It has been said that the two most useless things to have on a boat are an umbrella and a Naval Officer. The umbrella was not required but we did have the latter, in the form of our eldest son, who proved an invaluable help. He spent some time as a sailing instructor at

The Royal Hospital School, Holbrook during his student days and we benefited from his experience of sailing Shrimpers on the river.

Following the launch we tied up to a club pontoon where our daughter popped open the champagne for the naming ceremony. We later retired to the lawn in front of the Clubhouse to enjoy a buffet lunch excellently laid on by Simon. Our non-sailing friends were very impressed with the club and its wonderful view over the river.

My wife and I have both sailed since we were children. As a family we have for many years sailed on the Alde and Ore in our wooden Mk I Wayfarer, a vintage Mirror No 994 and a Laser. We had long

hankered for a small cruiser and after searching in vain for something affordable and reasonably tidy we came to the conclusion that we might as well start from scratch and build one. We wanted a boat that was trailable so we could keep it at home during the winter. We were keen that we should be able to launch it ourselves as, although not a true trailer sailer, we wanted

the potential to explore more distant cruising grounds.

We eventually settled on a 21ft LOD mini gaffer designed by Laurent Giles, called the Joshua Mathew class. She is a two berth gaff cutter intended to be built by a small yard or for amateur construction.





'HALF MOON'

She is uncomplicated, with everything kept as simple as possible but with scope for an owner to customise the boat. The plans were very comprehensive and included basic build notes.

The construction is ply/epoxy on fir stringers using the 'egg-box' principle of interlocking bulkheads and longitudinals. Most of the work could only be done in warmer weather as epoxy will not cure effectively below 8-10°C. Boatbuilding had to be fitted around work commitments but virtually came to a standstill in the winter months. The 'boat shed' was a party tent in the garden. In our experience this type of marquee will survive approximately four and a half years of being battered by wind, rain, snow and occasional blazing sun. At the end of this time you are left with a very useful frame!

The hull was initially built upside down. A milestone was reached in the third year of the build when, on an exceedingly wet autumn day, our loyal friends and supporters braved the elements for the turning-over party. With the aid of a temporary cradle fitted round the hull, a teleporter and two teams with block and tackle, the hull was rolled through 180° and suspended in midair while 425kg of cast iron keel ballast was manhandled into position. Once the keel bolts were secured the hull was lowered onto the trailer. The crew had certainly earned their lunch that day!

Half Moon is now under going sea trials and we are learning how to sail a gaff cutter. We are getting to know the River Orwell and have appreciated the warm welcome we have received as new members of RHYC.





GALLEY CORNER

SLOW COOKING ON A BOAT

WORDS ~ SUE ROLLS

On long passages someone has to go below to prepare and cook a hot meal, otherwise it is probably sandwiches or bacon butties, or at best, if it's rough, a cup of hot soup.

But at the end of a long hard day's sail, when the crew is beginning to wilt and there are still a few hours to go, there is nothing better than a hot meal, not only to lift one's energy but to also lift morale.

I often make a large pan of stew the night before a departure on a long passage, using any fresh vegetables and meat that we have bought, adding to it with tins of vegetables or beans to make it stretch to a second day. Usually, if it's meat, it has been chicken, as other meats need a lot of time to cook until they are tender, or I may just use vegetables, potatoes, or pasta with beans and pulses.

Obviously, preparing something like a stew, especially with meat, will inevitably use a lot of gas and one can never be truly confident that at the next port you will find replacement gas cylinders, and of course gas is becoming more and more expensive.

Included in most marina fees is an electricity charge and we have already taken advantage of this by using an electric kettle, making an enormous difference to our gas usage. Microwave cooking is not for me and the boat isn't that big!

So, I was looking through a *Yachting Monthly* magazine one day, when I saw an article on the virtues of a slow cooker, extolled by a couple of live aboard sailors. The thought struck me that this was another answer to save even more gas. The live-aboards' boat was a large catamaran with extra storage capacity, but I knew I could, if I really tried, find a small place somewhere, to stow a slow cooker. Where there's a will there's a way and so last year I purchased a slow cooker for *Akita*. It has really proved its worth!

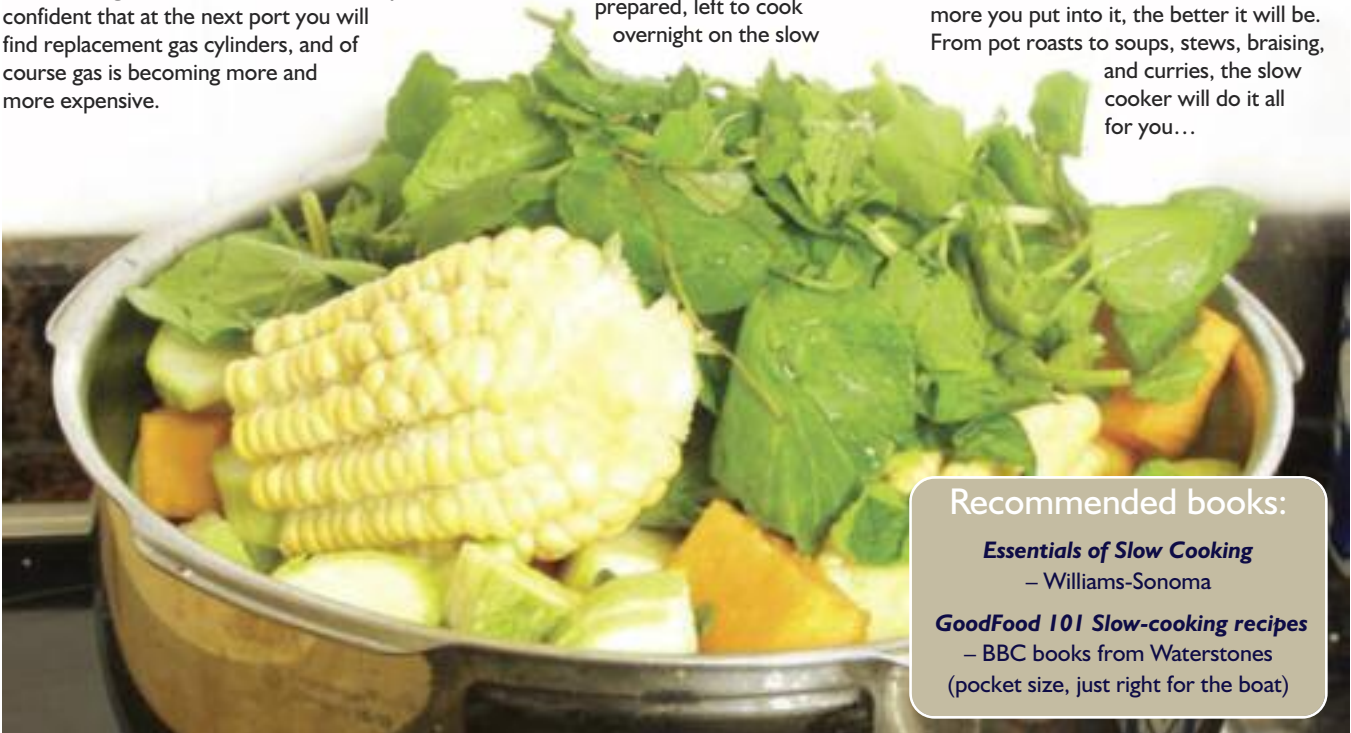
At the modest cost of £20, the savings on gas were immediate. Anytime we were connected to shore power, out it came. It enabled us to use all cuts of meat or fish, immediately making savings on the food bills and of course it was very convenient! If we were leaving the next day, a stew would be prepared, left to cook overnight on the slow

setting for eight hours and then transferred to a saucepan to sit in the gimbals while on passage. All that was needed was re-heating on the stove when we were ready and if conditions were uncomfortable, time spent down below would be minimal.

While spending the day ashore, we could leave dinner cooking and return to a hot meal with very little effort involved!

The slow cooker enables you to prepare delicious one-pot meals with very little involvement, other than the initial assembly of the ingredients. The slow cooking process promotes tenderness, concentrates the flavours, and is convenient and economical. It is ideal for the sailor's galley, as all you need are tins of tomatoes or ratatouille to make a really good base, together with beans or pulses, then add any fresh vegetables that you have, carrots, potatoes, onions etc.

You don't even need a recipe book because cooking with the slow cooker is very simple, brown any meat in a frying pan, add seasoning and some flour to thicken the gravy, and throw everything in together, the more you put into it, the better it will be. From pot roasts to soups, stews, braising, and curries, the slow cooker will do it all for you...



Recommended books:

Essentials of Slow Cooking
– Williams-Sonoma

GoodFood 101 Slow-cooking recipes
– BBC books from Waterstones
(pocket size, just right for the boat)





SERIES ~ MEET THE FLAG OFFICERS





FAST TACK INTERVIEW KEN STOWE


**“On the Ajax
the echo sounder
remaining silent
is ‘music’ to
one’s ears”**


 **What is/was your career?**
BT Network Design manager.


 **If you could start again, would you change it?**
Probably not, although I do sometimes wish I had pursued a desire to fly fast jets.


 **Where did you learn to sail?**
Shotley Sailing Club.


 **Are you a cruiser or a racer?**
Predominately racing, although I do cruise on friends' boats.


 **What boat do you have now?**
Laser and Ajax (23ft Keelboat)


 **What's your most valuable sailing lesson?**
On a long journey where you are relying on bottled water ensure the bottles are securely restrained not like our Atlantic crossing when one was removed and the others moved about and developed cracks and subsequently leaked. Fortunately we managed to survive on rain water.


 **What bit of kit would you not sail without?**
The echo sounder when racing.


 **Your onboard luxury?**
There are no luxuries on a Laser!
A dry bag is essential on the Ajax.


 **What annoys you most at sea?**
Speeding power boats and flat calms.


 **What's your favourite cruising ground?**
Around the Island of Cabrera just of the south-east tip of Mallorca.

 **What is your favourite sailing memory?**
Arriving in Falmouth having completed an Atlantic Crossing.

 **Music to sail with?**
On the Ajax the echo sounder remaining silent is 'music' to one's ears.
On a cruiser almost anything as long as it is not from the next boat.

 **A book to pass the time with?**
Anything by John Grisham, plus daily newspapers when available.

 **Ignoring sailing skills, which three people, past or present, would you like to enjoy a sail with?**
Someone like Ben Ainslie to improve my boat speed in the Laser and Ajax plus any of the friends that I have already enjoyed sailing with.

 **Your tippie at the end of a good sail?**
After racing there is nothing better than drop of Adnams and a glass of red is very welcome whilst cruising.



CLUB SNIPPETS



RHYC Archives

WORDS ~ BRUCE MOSS

Last year, due to lack of space and deteriorating condition, RHYC archive material from 1843 to 1970 was removed from the Clubhouse library and lodged with the Suffolk Records Office (SRO) in Ipswich.

Here, these valuable and often delicate records are stored in properly protected conditions. During this winter, the Club Archivist has been re-cataloguing the archive at the SRO. This work is now complete, and within a few weeks a comprehensive catalogue will be posted on the SRO website. This will be linked to our own club website so that all members will be able to have direct access to it as well as to the material itself at the Records Office (Gatacre Road, Ipswich). This will enable anyone wishing to research our archives to do so independently, although there will be restrictions in place on any material felt to be sensitive.

Since our archive is widely used for researching both family and yachting history, this will be a great improvement on the limited availability previously at the RHYC. Although the records are held at the SRO, the archive remains the sole property of the RHYC who have the right to remove any documents or material for exhibition or study at the club premises.



James Deayton won both the OnBoard fleet and the Presidents Trophy at the SWSA Suffolk Schools Regatta held at Alton Water. Aged 7, he was one of the youngest and represented Holbrook Primary School in his Optimist *Racing Stripes*.

Holbrook Coastguard

When Holbrook Coastguard was in danger of losing their base on the Orwell, the RHYC was able to step in with the offer of a new site.

Since May we have been delighted to provide facilities at the clubhouse for their training and briefing sessions.

As well as the CG vehicle now based in our car park, you may well notice their flag on our pole when they are on site. The Holbrook Coastguard is a volunteer organisation and we are pleased to be able to support them in this way.

Did you know...?

- A selection of short RYA videos to help improve your dinghy sailing skills can be viewed at www.ryachampionclubtv.co.uk
- Visit www.sailing-solutions.co.uk for everything you need for your Topper at great prices!
- Women on Water can now hire the Club Toppers for only £5 a session – why wait? Get afloat now!
- The Holbrook Coastguard is now based at RHYC.
- If you freeze your milk cartons before coming to the boat for the weekend, it not only provides you with fresh milk, it also acts as an ice block for the rest of your chilled food.
- You can buy 3 years of tidal information from www.chartsandtides.co.uk for £23.95 – handy to keep on your laptop or smart phone.
- A Club member owns a Firefly that competed in the last Olympics to be held in this country.
- RHYC is the 9th oldest yacht club in the world.
- Wednesday night and Sunday racing is open to ALL members and it is free.
- Nigel Waller has just returned from Holland where he and his crew, Millie Waller, William Mills and Ben Powell, won the Dutch Old Gaffer trophy in Fanny for the second time.



Junior sailors Sam Benbow and Tristan Hilger – One way to get home!



QUIZ PAGE

Captain Lionel's Nautical Quiz

1. Which organisation was formed first, the CA, RYA or RHYC?
2. What does a blue and yellow buoy mark?
3. When you are sailing through Harwich Harbour you hear a sound signal which consists of four short blasts followed by one short blast. What does it mean?
4. What is the speed limit for yachts on the River Orwell?
5. If an anchored vessel of less than 50 metres in length exhibits a single all round white light where should it be placed according to the IRPCS?
6. Why is the toilet in a boat often referred to as the heads?
7. Where did the word 'alooof', as in superior, originate?
8. What was an 'idler' incapable of when aboard a ship of the line?

QUESTIONS

9. We all know that 'HMS' is an acronym for Her Majesty's Ship, but what do HMHS and RMS stand for?
10. What is the technicality that differentiates a yawl from a ketch?
11. When Bawdsey Radar station was operational, how many towers were there?
12. What did Captain J W Washington RN contribute to the world of fashion?
13. What time is it when eight bells is struck during the forenoon watch?
14. What is a 'Gulf'?
15. The Sirocco is a wind that blows across the Mediterranean. Where does it originate?
16. Where is the 'throat' of a sail?

See answers below

WORD SEARCH

- SAILING
- RUDDER
- TILLER
- MAINSHEET
- MAST
- BOOM
- TRANSOM
- WET SUIT
- LIFE JACKET
- BUOY

L	T	I	U	S	T	E	W	H	C
D	I	O	F	G	I	B	U	O	Y
P	Q	F	R	S	T	O	V	W	L
R	O	Z	E	V	U	O	P	H	M
E	H	G	L	J	F	M	R	N	O
D	T	S	L	R	A	L	P	R	S
D	F	H	I	S	O	C	D	T	N
U	V	C	T	O	R	B	K	D	A
R	G	N	I	L	I	A	S	E	R
L	M	A	I	N	S	H	E	E	T

11. Eight. Four steel transmitter towers 360ft high and four 240ft high wooden receiver towers.
 12. JW was captain of HMS Blazer. He provided his gigs crew with snappy blue and white striped jackets. The crew became known as "the blazers" and started a new fashion.
 13. 12:00 midday. Eight bells marks the end of a four hour watch.
 14. A stretch of sea consisting of a deep inlet with a narrow mouth.
 15. The Sahara Desert.
 16. It is the upper corner of a gaff sail that is next to the mast. It is, of course, usually at the lower end of the 'head' of the sail.
Captain Lionel welcomes your comments, criticisms and, most especially, contributions
 at CaptainLionel@live.co.uk

7. The French word 'lof' means windward side (and 'lofer' means to luff). "Steer aloof" was the command to sail closer to the wind. If a captain wanted to maintain a clear distance from another ship, he would stay upwind as the other vessel could not sail into the wind towards him. This was called "standing aloof", so sailors used the term ashore to mean "at a distance".
 8. An idler was not capable of manning the guns, masts and yards to fight the ship.
 9. HMHS = Her Majesty's Hospital Ship
 RMS = Royal Mail Ship - for example RMS Queen Mary 2
 (The QM2 does not actually carry mail so for her the designation is effectively a courtesy title.)
 10. The mizzen mast of a yawl is stepped abaft the rudder whereas a ketch has her mizzen stepped forward of the rudder.

1. The RHYC was formed first, as the Eastern YC in 1843 and renamed the RHYC in 1845. The RYA was formed in 1875 as the Yacht Racing Association becoming the RYA in 1952. The CA was formed in 1908 and has not yet changed its name.
 2. It is an 'emergency wreck buoy' marking a 'new dangerous wreck'. It will remain in position until either the danger is cleared or permanently marked with normal buoyage.
 3. A vessel is turning short round (sharpy) to starboard.
 4. 6 knots.
 5. Where it can best be seen (Rule 30b).
 6. In the days of square rigged ships sailors would go forward to relieve themselves because the bows were usually downwind and possibly because that was the only part of the hull where there was any sort of overhang. Using the term heads to describe the area in the bows of a vessel probably derives from the position of the figurehead.

ANSWERS

HOW TO FIND US



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