

Summer 2012

BROAD REACH

The Magazine of New Parks Cruising Association



The Joy of Antifouling



Front Cover:

Huckleberry Friend anchored at Porth Wen (disused brickworks in background), north coast, Anglesey. (53° 25' 22.56"N, 4° 24' 9.36"W)

Back Cover:

"It can be dangerous to overload your dinghy!" by Monica Matterson

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NPCA FLAG OFFICERS AND COMMITTEE MEMBERS 2011/12

NPCA FLAG OFFICERS & COMMITTEE MEMBERS 2011-12	
Commodore	Eric McDowall (Sailing School Principal)
Vice Commodore	John Green
Rear Commodore	Yvonne Margerison
Chairman	Mike Flint
Vice Chairman	Peter Thorne (Editor, Broad Reach)
Honorary Secretary	Yvonne Margerison
Honorary Treasurer	Mike McQuade
Committee	Bill Hudson (Founding Member) Pauline Green (Membership Secretary) Dave Richardson Stuart Rowland (Webmaster)

NPCA PROGRAMME 2012

May to December 2012

Date	Event Type	Subject / Info
11, 12, 13 May	Spring Rally	Organiser Mike Flint at Folly Inn
4 June onwards	Jubilee holiday Sailing Course	Contact Eric McDowall
TBA June	Mid-Summer Event	Organiser Mick McQuade
30 June	Round the Island Race	Island Sailing Club
TBA July/ Aug /Sept	Mediterranean Rally	If interested contact Mick McQuade
Early Sept	Windermere Weekend	If interested contact Bill Hudson
18 September	First Winter Talk Night	Details to be Announced
5, 6, 7 October	Autumn Rally	Organiser Eric McDowall
16 October	Talk Night	Details to be announced
9 to12 November	Broads Rally	Organiser Mick McQuade
20 November	AGM	AGM
20 November	Talk Night	Quiz by Peter Thorne
30 Nov. 1, 2 Dec.	Christmas Rally	Organiser John Green
18 December	Talk & Cheese Buffet	By Mike Gillingham

Note: Talks are held at the Royal Oak Kirby Muxloe (01162393166)
 On 3rd Tuesday winter months (September to April) 7.30 pm
 NPCA email: [mailto: secretary@sailnpca.org](mailto:secretary@sailnpca.org)
 Web: <http://www.sailnpca.org/>

Notes from the Editor

Welcome to this, my 4th, edition of *Broad Reach*; as always production dates are very dependent on the number and timing of the valuable contributions sent to me. A very big: “**Thank You**” again to all those who took the trouble of producing something for this edition.

You will notice that several authors have written 2 articles for this edition, so an extra big thank you to them and to Monica for producing 2 pieces of superb, entertaining and colourful artwork.

For this edition I did hope to include some advertising to contribute to production costs but this has not been possible; I will try again for the next edition. If you have, or know someone who has, an interest in advertising in *Broad Reach* please drop me a line (to: peter@thornes.f9.co.uk).

Occasionally I have been given articles which I have not managed to publish; please do not take offence if a particular article does not appear, there are many possible reasons for this. Some articles relate to events which have a time limit to their relevance and others may be topical at the time they were written. Please keep them coming.

Our club website (www.sailnpca.org) set up by Stuart will automatically display *Broad Reach* for you in Google documents on your computer or you can download it to your PC or smart phone in PDF format.

Finally, you may have noticed a handful of new members at club nights; please welcome and talk to new members at these evenings our new members are so very important to the club.

A handwritten signature in black ink, appearing to read "Peter Thorne", followed by a period.

Peter Thorne

Jottings from the Commodore

I, the Commodore, am enjoying my office. The Luncheon was good and the members of my family that attended had a very enjoyable time - the weather was great! I hope you enjoyed it. Just now I am a bit busy, setting off over the Easter with sailors wanting to go to France, out of Southampton (one or two NPCA members on board) and then a trip down the Thames with some others. Will you be at the Spring Rally? I am going to be there!

Eric (Commodore)

Yellow Wellies past and future (A word from your Chairman)

It must be New Parks. I had found the crew I was about to join, the cluster of shiny new yellow wellies grouped round the bar.

We dare not wear anything else, not after the lecture “I am not having you fall overboard”.

“Trainers are not acceptable neither are climbing boots or even bare feet” explained our teacher, now our skipper “Yellow wellies with their flat sharp cut soles are the only thing which will cling to a wet heaving deck”. He was almost right but we did find something else. It occurred after five pints, a madras curry, and during a force six

One county class guy favoured green wellies, the sort with a leather strap and buckle. “If they are good enough for New Market they are good enough for New Parks” he said. He changed his mind when we pulled him back through the guard-rails by his harness.

Majorca was the magnet for this New Parkie crew. We were moored in the Royal Parma Yacht Club waiting for diesel. An immaculate motor launch approached the other side of our fuel berth. It had a polished mahogany foredeck, a chrome windscreen, red leather seats and a sloping slipper stern. It was the marine equivalent of a vintage Rolls Royce or Bentley.

Reclining at the wheel was a sort of vintage Madonna, mini silky bikini, ash blond hair, lightly tanned languid limbs with skin just slightly wrinkly.

Our skipper jumped onto the pontoon “Take your lines Darling”

She raised one pencilled eyebrow. Her cold blue eyes contemplated the figure on the jetty, City tee shirt, ex WD shorts, white bony knees, and of course yellow wellies. She did not say a word.

Our skipper secured the bow, coiling the surplus rope into a neat pancake. I tied up the stern. She brandished a high denomination note. The attendant rushed forward with the fuel hose. He tripped.

Diesel squirted all over the polished woodwork.

“New Parks action” shouted our skipper.

We jumped to it. Buckets of clean water were thrown on to the slipper stern, the decks were mopped and dried, the attendant pulled out of the sea and supervised while he fuelled the launch.

“Cast off” shouted our skipper.

We stood to attention six pairs of shiny new yellow wellies all in a row.

The Skipper saluted and shouted, "Have a good day darling".

As the launch moved away she raised one hand. There was just the hint of a twinkle in those cold blue eyes and just the trace of a smile on those red rouged lips.

As our boat heeled close hauled on a course for Ibiza our skipper settled his feet against the wheel "That is what New Parks is all about. Having a good sail and helping people" he said, "Where ever you go in the world you will meet people who remember New Parks".

Looking back our skipper was right. New Parks was once one of the biggest sailing schools ever. Yellow wellies from New Parks, have sailed the Channel, done the Baltic, done the Arc, crossed the Atlantic, and sailed round the world not bad for a project that started in a class room in Leicester.

Time passes, yellow wellies wear out. When they leak they are not fit for purpose and have to be replaced.

More time passes. People wear out. When a Chairman is deaf and cannot hear he is not fit for purpose and has to be replaced.

At the next AGM there will be a vacancy for a chairman. So for the future we need a volunteer chairman preferably with a new pair of yellow wellies.

Mike Flint

News - Broads Rally 2012

Hello Skippers of NPCA Broads Rally boats,

I am delighted to inform you that Martham Boats, the buyer of all of the Norfolk Broads Yachting Boats late of Horning, have kindly agreed to support the New Parks Broads Rally.

Chartering yachts from Martham means that NPCA have a wider choice of traditional boats at much more affordable prices. Who would have guessed that last year's adversity would turn into a superb new opportunity? This means that the Norfolk Broads Rally is definitely on once again this year. The only change is the date because Norfolk County Council have put back their half term by one week so our rally too has to be delayed by one week. The dates are now Friday 9th November to Monday 12 November.

I have booked Saturday night at Sutton Staithe Hotel and I propose that Friday Night will be at Acle Bridge and Sunday Night at The Kings Arms at Ludham.

Please book these dates in your diaries now and then tell your families and friends so that we can have another bumper rally.

I will let you know more details as and when they have been agreed / arranged and I will update the website www.broadsrally.org.uk as soon as possible.

I can be contacted at broadsrally@sailnpca.org if you wish to find out more or book a place.

Mick McQuade

Monica supports Broad Reach with artistic contributions

The Cruising Association must express it's appreciation to Monica Matterson for her continued support. We are very lucky to have such a gifted artist contribute to our club magazine in this way. We are especially lucky to have 2 examples in this edition. One cartoon of the somewhat overloaded, "Dinghy" and the other, "Anti-fouling" accompanying John Green's article. A very big thanks to Monica.

9-1-12.
Dear Peter,
I am so sorry not to have replied
to your E-mail, but have since tried to
fulfill your request. I hope it will be
o.k. for your needs. My hands are now
very shaky & don't do what I intend!
Please could you send back the original
as soon as possible. I thought that you may
be able to produce a better print from it than
the one included.
Keep up the good work with Broad Reach.
- it is always interesting & very well produced.
Just let me know when you need a picture & I
will try to think of something!
Best wishes,
Monica

Marine VHF radio - SRC, ATIS, DSC and Handheld

What a lot of Acronyms! Do you hold the operator's licence for a Marine VHF radio? Then at some time you did the SRC course (Short Range Certificate). Things are changing with VHF Radio – and you need to stay on the ball!

Ok – so some changes will not affect you – but it's got to be good to stay abreast of change. These are listed in no particular order and some changes are much older than others.

PAN PAN MEDICO – pro word group use discontinued. Use PAN PAN and tell coastguard you need medical advice.

SEELONCE DISTRESS - pro word group use discontinued. Only the controlling station should transmit SEELONCE MAYDAY and SEELONCE FENEE.

PRUDONCE - pro word use discontinued.

EMERGENCY AND CALLING CHANNEL – The MCA would really like Channel 16 to be known as the EMERGENCY CHANNEL.

Listening watch on Channel 16

The MCA still do this in UK currently. Not all countries are doing so. Technology change approved by Ofcom and MCA will lead to its eventual end. If you are in DISTRESS – use DSC. Make sure you know how to! Also learn how to send a MAYDAY relay by DSC and not by pressing the red button and sending the DISTRESS ALERT.

DSC and handheld sets

Until recently, these were not legal for use in EU. Ofcom is now issuing 2359XXXXX MMSI for CE marked, EU and Ofcom approved, mobile apparatus for use in UK waters. DSC equipped handheld sets will not be covered by the ships radio licence and need a separate licence. The licence is not 'international' and no 'international call-sign' is issued with this MMSI and licence. These sets are only licensed by Ofcom for use up to 12nM from UK shoreline. You may be able to get a different licence for the same equipment for another country – but each country could have different rules about DSC on handheld sets. Max output 6W.

ATIS

The full name is: Automatic Transmitter Identification System. The Basel Arrangement (circa 2000) covers the use of VHF radios for use on 'Inland Waters' of following countries: The Netherlands, Belgium, France, Bulgaria, Croatia, Austria, Germany, Hungary, Luxembourg, Moldova, Poland, Romania, Slovak Republic, Switzerland, Czech Republic, Ukraine, Yugoslavia and Russia. VHF radios must have ATIS capability.

ATIS transmits an audible 'squeal' when you release the PPT – this burst includes your ATIS number and identifies you. Failure to comply can be 200 Euro fine in some countries.

Ofcom will issue an ATIS number (if you ask them to) for installed VHF radios on UK registered vessels (not handheld) which will be a 9 in front of your MMSI, making your ATIS ID ten digits. You cannot just do this yourself as Basel holds a data base of all ATIS numbers issued and the vessel it belongs to. This then is a 'variation' to the Ofcom 'ships radio' license which thus submits data to the Basel data base. The RYA has the 'Basel Arrangement' as a PDF on their website in English; otherwise it is hard to come by. Equipment needs to be able to 'activate' and 'deactivate' ATIS, as use at Sea, use in UK Inland Waters and use in UK Coastal waters up to 12nM offshore is not approved. Perhaps of interest: Kiel Canal crossing Germany to link North Sea and Baltic is not an 'Inland Waterway' under the Basel Arrangement and therefore use of ATIS is not approved for any vessel transiting this canal.

You might consider this not all done and dusted yet as you can now buy an ATIS capable handheld VHF radio with DSC. Ofcom say you cannot have an ATIS ID for such a radio because ATIS ID applies to a vessel and the mobile MMSI is issued to a person.

If you hear of any other 'exceptions' do let me know.

Eric McDowall
Principal NPCA

Annual Costs of Owning a Yacht

In a previous addition of Broad Reach I wrote about buying and selling a yacht. Now that we have our purchase what are the true costs of owning and running one? A sailing boat has, for running cost variances only four main categories - size, age, condition and price paid. Other variances will play a part in running costs but are much less significant.

To look at costs in more detail let's look at a mid-range boat of 36ft from the Oceanis, Legend, Hanse, Beneteau, Bavaria stables. The main costs are: berthing, maintenance and depreciation but there are also many lesser costs such as insurance, fuel, travelling to boat, visiting marinas and replacing worn and outdated equipment.



Berthing costs vary enormously both in the way the boat is berthed and the convenience and popularity of the area. Let's look at Portsmouth harbour. Keeping a 36ft yacht fairly close the harbour entrance will cost about £5400. All the marinas charge about the same and most will charge extra for electricity. Go for an end of pontoon or an alongside berth and a saving of about £1000 p.a. can be made. Going further up into a 'locked in marina' will save about £400 p.a. Another alternative is a swinging mooring and here the prices start to tumble. A deep water berth further up into Portsmouth harbour can be had for under £900. Many other moorings without the conveniences of a marina are possible with the prices generally increasing the nearer the harbour entrance. The Hamble has easy access into the Solent and the yacht owner pays dearly for this convenience. Close to the entrance expect to pay about £7500 in a marina with prices again decreasing the further up the river you berth but not by much. Some marinas have additional costs, for example: Torquay marina charges £300 p.a. for parking and about £125 to hire the electric cable.

Maintenance costs vary with the age of the boat. An annual service will be about £300 and with this there will be a lift out charge of approx. £450. There will be another £100 for anti-fouling and say another £200 for additional expenditure such as anodes, sail maintenance and so on. Bear in mind that sail drive seals should be replaced every six years at a cost of about £1000.

Depreciation is very heavy on new boats but is not of primary concern once the boat is over about 3 years old. On a mid-range boat expect about 15% for the first year decreasing to about 6% after 5 years.

So, moving on, to the smaller additional expenditure outlays. It is necessary to consider the overall expenditure if the boat is not being used or you don't own one; expect to budget around £120 for fuel, £600 for marina visits and if you live in the midlands car fuel will be about £800. Boat insurance will be about £350.

A hidden cost is the interest that could be earned if the boat had not been purchased. For example £80000 at 3% would earn £2400 in interest. If a loan were required, with a £10000 deposit say 6% on £7000 is £4200.

Let's have a look at what the likely total cost summary for a marina berth.

Berth	£5400
Service	£300
Lift out	£450
Maintenance extras	£450
Depreciation	£3500
Fuel	£120
Insurance	£350
Marina visits	£600
Travelling	£800
Loss on investments	£2400
Total Overall costs	£14370

In conclusion owning an averagely sized boat in a convenient marina will cost £275 per week. If you do not use it much it will still cost £250 per week. At these costs, unless a boat is well used and the running expenses are not a worry. Don't do it. After all it's only a hobby. However there are many ways of owning and running a boat on a budget and we can look at this next time.

John Green

The Lure of the Ocean.

The remnant rill winds wantonly
On through cuts and cracks
Where it winks in sashaying sunlight
Sifted between spreading birch boughs
To gild and grace the summer airs.
It turns and swirls in woodland whorls,
Pauses but never quite stops
As it flows on down to the singing sea,
Called by the lure of Poseidon's drumbeat.

The ancient tub sits hard on its pebbled perch,
Prow staring proudly horizonwards,
Stern staunchly restrained by strong chains
Red rusted surfaces appear weak
But hide a core of iron as unbending as oak.
Waves wash, roar and rip at its keel
With each rise and fall of a deftly played reel.
The riptide is summoning beached sailors' feet
Baying dance to the call of Poseidon's drumbeat.

A lonely figure peers out from the pier,
Silhouette lit by bright cascading neon spray
From rollers that curl then crash on cob's cobbles.
The maelstrom mirrors a mind's grief stirred cauldron,
Drowning the sight of his sweet Daphne's face
As she drew her last breath and passed on into death.
The wind whispers winningly, calling him home
Till the lighthouse beam wipes clear his vision.
Tonight he'll not dance to Poseidon's drumbeat.

David Troman

OUT & IN

Why do I and no doubt many others treat with something approaching dread that time when the boat comes out of the water for the winter. A completely misplaced dread because a couple of days fairly hard work and its about ready to go in again but I always feel somewhat guilty as we shall see later.

Before going down to the coast my wife who always says that it is too cold to come and help has her usual change of mind subject to certain conditions:

- 1) Heating on demand no matter how much diesel is used. She reckons heat from fan heater is too dry.
- 2) We eat out so I need to cash in my Tesco vouchers.
- 3) She sleeps furthest away from the side of the boattoo cold near the hull.
- 4) A new demand after getting stuck in a bucket last year a portable camping loo. Nothing open to negotiation, all agreed, so off we go.

Port Solent is a big place but we arrived just in time to see our boat being lowered directly over the very same muddy puddle as the year before. After a few words were exchanged and it meant that I would not have to anti foul in wellies this year.



© Monica Matterson

Why is nothing cheap with regards to anything connected with boating? Wax is over twice the price of that we use on our cars, anodes rocket up in price for anything other than the norm and anti fouling??? Well we all know. I have tried the one coat stuff for the past couple of years with success but it is sods law that dictates that it runs out just before the extra coat needed on the water line etc. so the expense of the extra tin is always an ongoing extra.

Now this is where the guilt feeling comes in. We wake in the morning to the noise of electric sanders a lot of dust and people dressed ready for a gas attack in white suits gloves and goggles seemingly intent on a mirror smooth finish before putting on the new anti fouling. This seems to go on for hours if not days and after 15 years I still cannot see why unless it is the answer to getting rid of the guilt that I feel by not doing the same.

For me half hour with a scraper perhaps 15 minutes sanding and slap it on. Slight problem this year. My wife waxed the hull before the masking tape...bit difficult to stick. Still over the years this is all the boat seems to need. Fouling has never been a problem and no fish have ever complained about the none smooth finish. Perhaps I will get the whole lot blasted off in a couple of years. Anyway one of the anti gas squad said it looked good.....but I think it was from a distance.

A quick few squirts of the black stuff on the sail drive, a bit of anti fouling in the jam jar for when the boat is relaunched, remove anti fouling from glasses, bald spot, varnished wood and bed linen (I don't know how it got on there) and its job done for another year.

After over 15 years on the Solent we are moving the boat to Devon this year so its Torquay here we come!!

John Green

NIMUE ON THE EAST COAST OF THE U.S.A.

Leaving Chesapeake in November 2011, the first part of the trip was down the Intra Coastal Waterway to Beaufort in North Carolina. The ICW was built, and is maintained, by the U.S. Army Corps, has a minimum headroom of 65 feet and a nominal dredged depth of 12 feet. It is a useful way of avoiding the winter passage around Cape Hatteras, notorious for its strong winds. This section of the canal starts at Norfolk in Virginia at the south end of Chesapeake Bay and on the way crosses two more open stretches of water at the inland ends of Albemarle Sound and Pamlico Sound, where Nimue berthed at Belhaven. Another stop was made at Oriental, on the Neuse River, before re-joining the open sea at Beaufort.

The following reports are taken directly from Nimue's Web Diary:

South down the US East Coast 08 Dec 2011 00:28:57

Having come back down the Chesapeake and the ICW, we waited nearly a week for a weather window to leave Beaufort NC for Charleston SC. The problem is the number of weather fronts coming up the US East Coast, giving strong southerly winds. Once these have gone by, we take advantage of the northerly winds and head south.

We left Beaufort, expecting northerlies of 15-20 knots by the time we reached Charleston. We had a very bumpy exit from Beaufort, despite wind and tide with us and then turned down the coast with 2 reefs in the main and reefed headsail. The 220 nm trip took 34 hours from "door to door", but the first half we had up to 30 knots of wind and 3 metre following seas. The wind slowly died and we motored the last hour into Charleston harbour.

We have now been anchored in Charleston for 6 days and the last 4 have been waiting for another weather window to head south. Today we had a gale in the harbour and up to 35 knots of wind in the anchorage. The forecasted winds are due to subside overnight and there are signs of the wind dropping as I write this. Providing the winds have subsided sufficiently we will be setting off in the morning in 10-15 knots of northerly winds, which are forecasted for the next couple of days. Destination- SOUTH, as quick as we can and to some warmer climes!!

Charleston to Florida 20 Dec 2011 16:39:51

We had a cracking 330 nm trip with stiff winds down to Fort Pierce in Florida. We anchored overnight just off the main channel, because the main anchorage had silted up and was therefore too shallow. Our departure the next day was short lived as once we laid a course for Fort Lauderdale; it was apparent that we would be headed by strong winds, so decided to return to port and spent 3 nights in Harbour View Marina.

After 4 days the weather had calmed down sufficiently for us to leave for Fort Lauderdale and we sailed nearly all of the 90 nm passage. The trip took nearly 24 hours, as we were slowed down tremendously by the opposing Gulf Stream

current—in some places 2.5-3.0 knots (which this year is very close to land and of course we're here!) As we knew that anchoring was difficult in Fort Lauderdale, we had booked into Las Olas Marina and once through the main entrance we passed through 2 opening bridges into the marina.

After 2 days, we could see a weather window to head south for the 22 nm trip down to Miami. With E/SE winds of approximately 20 knots with gusts up to 25 knots, we had another lively sail in about a 2 metre swell.

We're safely anchored behind Fisher Island and have gorgeous views of Miami, just as you see on the TV!

CUBA — made it in time for the New Year Jan 2012 17:56:48

From Miami we sailed an inside passage down the Florida Keys, known as the Hawk Channel. The depth of water was sufficient for us and buoyage around the reef was excellent. We arrived in Key West with Scott Free and Moonshadow Star (Sandy and Brian) and ended up sharing the cooking for a lovely Christmas Day meal, which included cooked turkey and baked ham...yummy.

With a good weather window on Boxing Day, we left for the 100 mile trip to Hemmingway Marina, Havana, Cuba. Although we had to fight the Gulf Stream for most of the time, the wind was blowing 15-20 knots allowing us to cover a good speed over the ground. At 12 miles off the Cuban coast we contacted the Cuban coastguard on VHF CH16 and then headed for the infamous sea buoy at the entrance to the marina. Our arrival was as planned, calm weather and no northerly winds. The entrance is notoriously dangerous in Northerlies and many boats have grounded on the reefs in the entrance. We were guided to the Customs dock for the formalities. We were expecting these to take most of the day, but in fact they only lasted a couple of hours. However, we did have to hand over one or two little gifts to some of the officials (Customs, Immigration, Agriculture, Doctor, Dog Handler...etc.) We are now moored in a very safe canal finger in the marina with water and electricity and enjoying the many delights of Cuba. However, internet is terrible, costly and slow! We are hoping to stay here for a month or two and spend time travelling around the island either by rental car, Taxi or bus!

Compiled by Hugh Butler based on Mike and Anne's Blog

Sailing Broads Yachts - IMPORTANT!

Well, it's all important really. These notes are perhaps in the order of the importance you need to place on sailing a traditional Broads Yacht, in my opinion!

These notes are supposed to be read, understood (feel free to ask questions if you do not understand) and remembered. I have to assume you know how to sail and you understand the names of the parts of the yacht and parts of the sail(s) that I use. If not ask do please ask someone.

Generalisations – yes there are some – your yacht might be different!

- Traditional Broad's yachts are Gaff or Gunter rigged on timber masts with no back-stays.
- Gaffers often have booms which extend beyond the stern – hence they cannot have fixed back stays. Sea going gaffers often have “running backstays” – but Broads yachts do not.
- Broads yachts have shallow little keels and hence make lots of leeway, especially just as you come out of a tack.
- The gaff main delivers all the power – unlike modern sloops of the Bavaria / Dufour variety, where most of the power comes from the fore-sail or jib.
- Without the small jib, Broads Gaffers do not point at all well and you need this wee sail to make them balance, especially going to windward.
- Gaffers do not point as high as sloops. Do not expect tacking angles of less than 100 degrees.

The jib is usually tacked down onto a short bowsprit. The bowsprit is usually not adjustable – you cannot retract it. The fixed rigging under a bowsprit (taking the load from the luff back to the hull) is called the bob stay. This is often chain but can be wire. If the bowsprit is not adjustable then neither is the bob stay. The bowsprit can cause a lot of damage in a collision and you must always consider this as the one part of the vessel that you need to allow space for – it is also easily liable to damage itself and without it – you will not be able to sail.

On a broad's yacht – you often have a furling jib, with the furler out on the bowsprit, and a separate forestay, which is adjustable and needs to be used when lowering the mast.

Broads yacht masts are lowered for Bridges. You do not do this a lot. You may go a whole weekend sailing and never drop the mast. The masts are counterbalanced often by a large lump of lead and the mast will pivot at the lutchet (or tabernacle) – just above the (lowered) cabin top. The lowered mast thus lies on top of the roof and is carried at the stern in a crutch. Crutches come in two sizes – two different heights.

The higher crutch is the one to use overnight – the boom will rest in it and it carries your boom tent. The lower crutch is for low bridges.

The gaffer performs well with a beam wind. The power can be tremendous. If the wind is strong you can easily be over powered. Try tacking in a narrow river and without a jib and the chances are your yacht will reach the bank with such velocity as it may get very stuck!

A wind off of one bank and at right angles to the river is a good sailing wind. Tacking is easy enough. Show your crew how to “back the jib” in a tack, to ensure you go through the wind. Important in light airs!

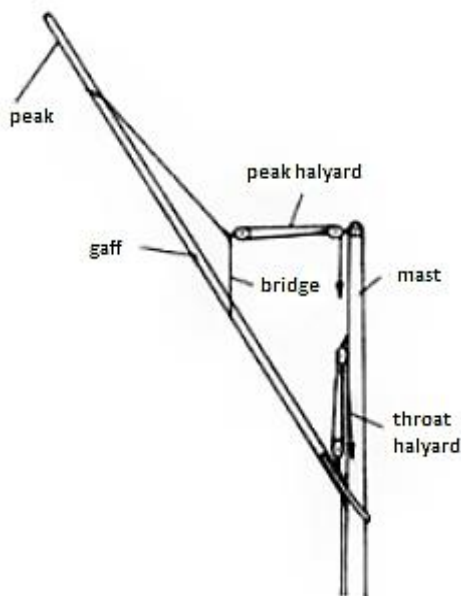
Expect to make a lot of leeway as you come out of the tack. You need the jib to fill to get you going – without it: your yacht may just slide sideways. As she picks up a little speed you can try to point up a bit.

The riverbank edges are either hard: piles with timber or worse: concrete; or soft with vegetation. Soft ground often has trees and bushes right up to the water’s edge.

If you have a soft bank to windward – this is a good place to go to either raise, lower or reef a mainsail. Just avoid the trees! Gently put your bow into the reeds. If your engine is running, you might hold her against the bank with the prop. Ensure you get no lines over-side during the sail change.

Overhanging trees have been known to demolish masts – do keep a look out “up” as well as forward.

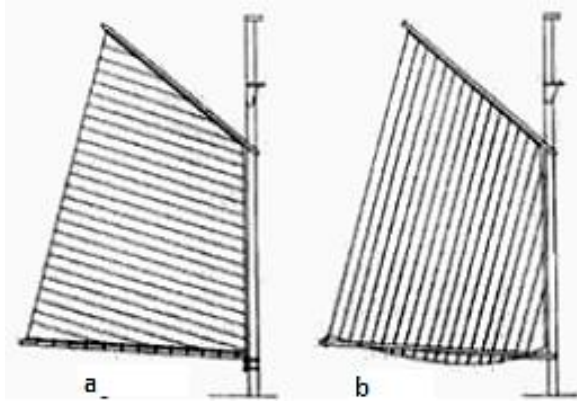
On raising your main: The boom will be in the crutch. The sail and gaff on top of it. Sail ties off? You will have a “topping lift”. Raise the boom out of the crutch and stow the crutch. If you forget, as the sail fills with wind it will cast your crutch into the water.



A gaffer has two halyards: the throat halyard and the peak halyard.

Haul them together and the gaff will most likely go up horizontally – this is good. When you have set your luff – make it fast – then “peak-up” the gaff with the peak halyard.

On lower: (varies from yacht to yacht) some may come down easier with the gaff still above the throat – in other words: if you lower the peak first and then the throat fails to come down easily, try “peaking-up” again and then lower both halyards together. When the throat is down at the goose neck you can lower the peak until the gaff is on top of the boom.



Your main may be loose footed (b) or it may be laced to the boom (a).

If it is loose footed and you reef: make sure it stays loose footed – do not put any reefing lines from the sail around the boom.

If it's laced – that is not so important. Your main will have a rope luff. It will be laced to the mast. This lacing should

never be too tight.

The main sail will be laced to the gaff. You would never normally alter this – unless you were taking the sail off – end of the season.

Let's call the attachment of the boom to the mast – the “goose neck”.

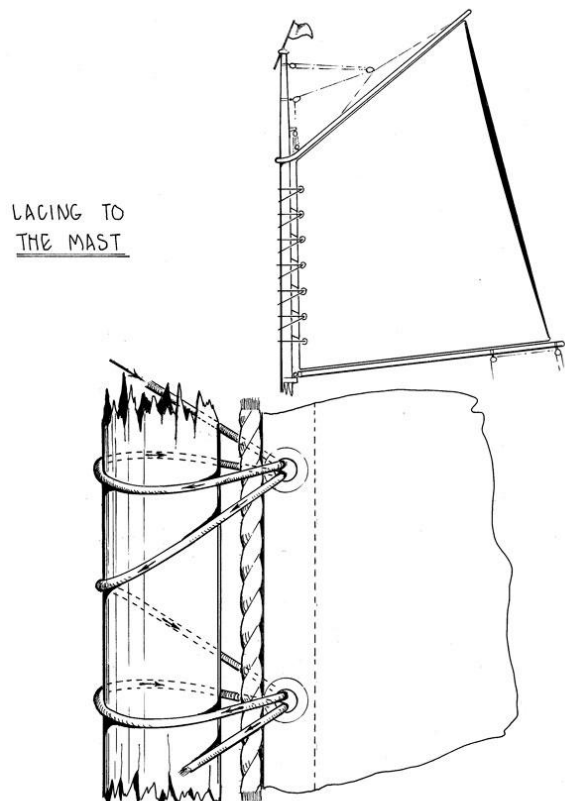
On Broad's yachts the goose neck often has two positions; the lower one is for sailing, the upper one is for overnight mooring.

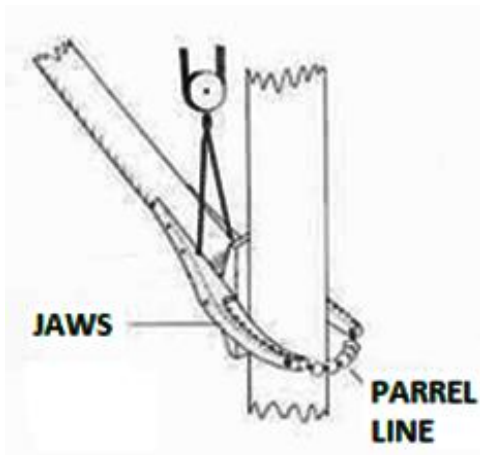
The cabin roof has two positions: the lower one is for sailing. The upper one gives you some headroom in the cabin.

Raising and lowering the roof varies from yacht to yacht. Your (hire) yard will show you how. The varieties include: lifting it with your back; using the peak halyard with some lifting eyes in the roof; a hydraulic “jack” (perhaps).

There will be some internal stays – internal in that they will be in the cabin. Two or three perhaps, maybe more. These hold the roof in its raised position: Overnight for sure – perhaps for lunch – you will decide.

If you fail to raise the boom into the higher position, you will struggle to raise the roof – the boom will be in the way. If when you sail again you fail to lower the boom – you may struggle to get the luff to set (the luff might appear to be too long for the mast) and you may wreck the goose neck – it not being designed in its upper position, to carry the sailing loads.





You can often use the throat halyard to help you to lift the boom from one position to the other.

If you take the mast down for a bridge – on many yachts you will have to disconnect the boom at the goose neck – the boom will need to be alongside the mast (and not under it) when the mast is lowered to the crutch.

You may also have to undo the “Parrel line” that has the “beads” on it so that the gaff can also lie to one side of the mast. It may be secured with a figure of eight knot. (For lowering the mast) The

roof and boom should start off in the sailing position, not in the overnight position.

Use a mooring warp if lowering the mast. There will be a multitude of ropes to look after that are going up the mast – halyards, shrouds, flag halyards, topping lift etc. Put one warp around the lot – include the fore stay – and as the mast comes down, tighten the “noose” around all the ropes. If you do not – some will catch under cabin corners or the like, a pain when you are trying to raise it again.

The counter balance weight (at the bottom of the mast below the lutchet) will be under the deck – probably under a hatch which is coffin shaped. Lower the fore-sail and stow on one side deck or the other. Take up the coffin lid and put to one side. Remove anything from the forepeak that would foul the counter weight. Release the mast clamp and finally undo the fore stay. Lower the mast by controlling the fore stay. A crew member will have to guide the mast into the crutch. The boom will probably already be there. Any sail ties will not want to be too tight to allow for fore and aft movement of the boom in respect of the gaff and the mast.

Some masts need a “pull” from the top to get them to start going down and some need to be pulled down at the end – wanting to “go-up” on their own.

When you think you have raised your sail correctly – have another look at it when it has wind in it. Creases are the “give-away” to an incorrectly set mainsail.

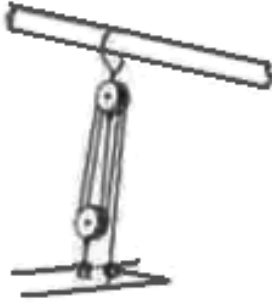
In general: a vertical crease parallel to the luff – the luff is too tight.

Ripples or waves in the luff – pinching at each lacing eyelet at the luff – the luff is not tight enough – tighten the throat halyard.

A diagonal crease from the throat down to the clew – the peak is not tight enough, tighten the peak halyard.

A diagonal crease from the peak down to the tack – the peak is too tight – ease it.

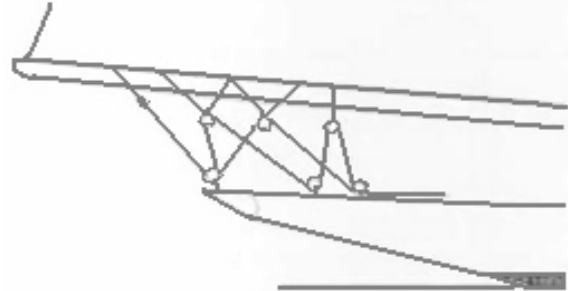
Did you ease your topping lift after you set the luff? You might do this after you have set the peak but expect the boom to come down lower. On Broads yachts you usually cannot stand in the cockpit under the boom (unless you have Ducks disease).



Tacking and Gybing. Gybe in a strong breeze with too much sail up and you will be in trouble! There are no main sheet winches; there are no main sheet cleats or jammers. Someone has to hold it.

You will have block and tackle. This may be as much as 32:1 in advantage. It can still be tiring for a body to hold the main sheet, if doing a lot of tacking in a race.

The arrangement of the blocks between deck and boom can be complicated. In light airs, the mechanical advantage can be such that there is not enough pull on the sheet, and when running, the sheet may sag into the water. You may wish to consider reducing the advantage (in this case) by changing the number of blocks. Make sure you know how to put it back though!



When racing, you may find that you are the leeward yacht (of two or more) and being pushed into shallow water by yachts to windward. This is one of the times when you may have to “call for water”.

If a yacht to leeward of you, “calls for water”, it means that he needs to (perhaps) tack away from the leeward bank to avoid grounding. It’s far better if you anticipate his need to do this and take action (to avoid collision) early and in ample time.

If you are unable to harden up (to give him any space) and you are not “clear and ahead” of his bowsprit, you must tack away from him. This can be difficult in a close race in a river, as there can be a multitude of yachts at different stages of “overtaking”.

If you come onto a Port tack (the wind is on your port side) and there are yachts to windward, at risk of collision, and they are on Starboard, you have to go astern of them. Always keep a good look out at what is going on behind you, for sometimes you have to duck and weave around smaller yachts that are behind you, because they are on Starboard.

The larger yachts have a tremendous advantage (of speed) on river with a beam wind or on a Broad. The smaller yachts have advantage when tacking (especially if against the tidal current) in a river.

When tacking against the current, you will want to risk sailing in the shallows at the edges, to increase the length of your tacks. Below Thurne (towards Acle) the range of the tide is such that it is possible to go aground at the sides. This is still possible above the river junction, but the range is less.

If you go aground and your mainsail is full of wind, you are going to struggle to get off. If you are able to back your jib, if aground but close hauled, you may sail off by

letting the main fly and using the jib to get your head off the bank. Otherwise you may have to start the engine and you may have to de-power the main.

You might “sail off backwards” by backing your mainsail, by pushing the boom forward.

The worst case is going aground with the wind astern. You will struggle to get your main down.

You can de-power a gaffer, just as you may de-power some sloops, by scandalising the main sail. You do this by raising the boom high with the topping lift.

Never enter a dyke or narrow river (unless you know the water) with the main up and the wind astern.

Sail into the River Ant with the wind astern, and when you arrive at Ludham Bridge, you will find there is not enough space to easily turn round to come head-to-wind.

If you start your engine in a race, you are not disqualified nor do you have to retire. What you must not do, is take advantage. So if you have to use the engine to extract yourself from a grounding, you should not obstruct a racing yacht that is overtaking you and you should only use your engine “to go back”. If you comply with this, you may consider yourself still racing. It would be fair and good if you report to the race officer that you did use your engine for this purpose and you may thus avoid protest.

You should not “have your engine running but in neutral” while racing, just in case you go aground. This is unfair. You should always try to “sail out” of grounding before starting the engine.

You may be told to put in a reef. When the wind is strong enough that a reef would be prudent, the race officer may declare that all competitors reef. You may (of course) reef whenever you wish.

Reefing a Broad’s yacht takes time, perhaps five minutes or more to put one reef in. Providing you have not used any complicated knots (which have jammed) getting a reef out is usually quicker. Reefing whilst sailing (on the jib alone) is virtually impossible. There will never be enough “sea room”.

There may be lots of bits of cord or thin stuff to aid putting in a reef. I say “thin stuff” as opposed to using the word “string”. The reefing cord may have to be used very differently to reefing a sea going yacht.

There might not be hooks at the goose



neck. You may have to tie the reefing cringle down to the tack. Having done this, you could set the luff, however, if you do, you will struggle at the clew end. I'd set the foot next. You may need to use a cord, from the reefing cringle in the leach, back to the clew cringle or to somewhere at the after end of the boom. You need to arrange this so you can tension the reefed "foot".

By all means use cord to "tie up the bag" of sail that otherwise would hang below the boom, but take care: if it's a loose footed main – keep it a loose footed main. If it's laced to the boom, then your reefing lines may have to go around the boom, but it is most important that the reefing cringles carry the sailing loads and not the smaller reefing eyelets. You should never have a series of "waves" in the reefed foot, with any tension showing on the smaller reefing eyelets. If you do – you may tear the sail.

When you hoist the reefed main, your throat will be lower than otherwise, with a shortened luff. You should still set the luff and then peak-up.

You have no reefs left, when the throat of the gaff is virtually tied to the goose neck and your main is triangular with a short leach.

When reefed, you should have no creases in the sail when it is filled with wind.

Hope this all helps!

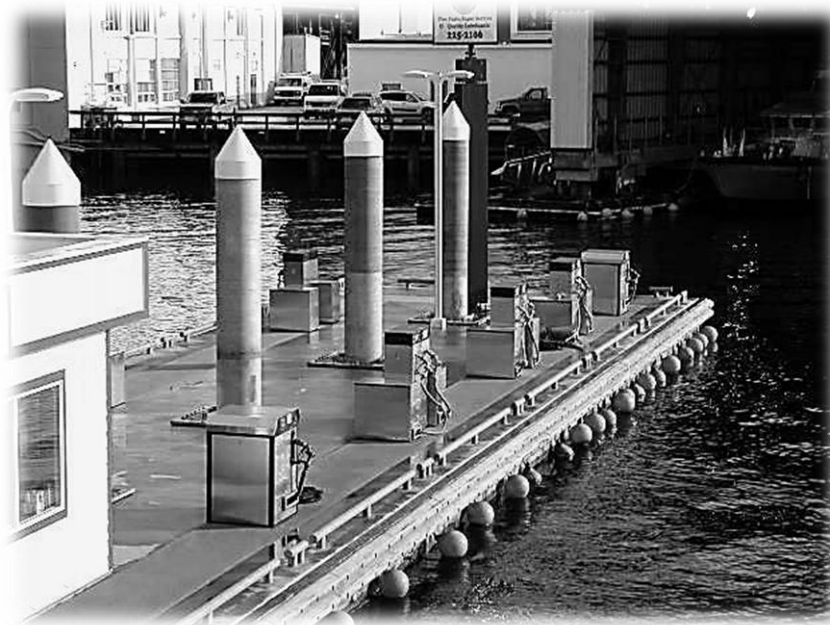
Eric McDowall

Fuel storage – diesel with biodiesel content

Biodiesel or Methyl Ester as its also known is a clean burning and renewable fuel alternative to mineral diesel made predominantly from vegetable oils. Biodiesel's physical and chemical properties are very similar to normal diesel, so it can be mixed and used as a blend with Derv or on its own. In the UK forecourt diesel (DERV) is commonly found to have 5% (B5) or 7% (B7) content; look for the tiny sticker on the pump.

Now, the Fuel Quality Directive was implemented into UK law on 14 January 2011 brought considerable confusion as to whether this means that recreational boat users will now be using biodiesel. The addition of biodiesel into the blend at the marina pump may not be obvious.

The recreational boating community, on 14 January, was required to use sulphur free fuel if their craft does not normally operate at sea.



The fuel supply industry meets its legal requirements by supplying sulphur free road transport diesel (EN590) which by law can contain anything up to 7% biodiesel (B7) by volume. So, for us, we may find that marina supplied fuel is low sulphur and contains biodiesel.

It is difficult to know just how much of a problem biodiesel is in these percentages; reports suggest that road diesel is the only fuel available in European marinas; anticipated problems have not come to fruition. Many skippers actually prefer to run their boat engines on road transport diesel as they feel that it is cleaner and burns better.

If your fuel contains biodiesel or indeed you have chosen to use EN590, additional steps should be taken during storage. The hygroscopic nature (the ability to attract

and hold water molecules from the surrounding environment) of biodiesel blends means it can contain more water than 'normal' diesel which may result in accelerated corrosion, sediment formation, and filter blocking. These issues can be controlled by regular servicing, good housekeeping and fuel age management.

All diesel fuel, after production and dispensing into fuel tanks, contain water to some degree. It may be suspended in the fuel or ingressed through worn seals and vent arrangements or in the form of condensation due to changes in ambient temperature. Since biodiesel is hygroscopic, biodiesel blends are more susceptible to the growth of biological micro-organisms.

Aerobic micro-organisms (using hydrocarbons as food source and oxygen from the atmosphere) like fungi, bacteria and yeast, grow where fuel and water in fuel tanks meet. These organisms can therefore grow on tank sides.

These bacterial growths can result in reduced efficiency and even blockages in the fuel supply system; there may be increased corrosion. Persistent, extended use of contaminated fuel may result in expensive damage to engines.

Prevention is best achieved by minimising water and moisture ingress to fuel storage and supply systems and by regular inspection to ensure that fuel systems are maintained to minimise moisture contamination. Fuel management is vitally important in this process. Old fuel will be more likely to have higher moisture content than fresh fuel; likewise fuel should only be stored in Jerry cans if this is strictly necessary for your planned use. In any case, the Jerry can seals and internal cleanliness must be checked regularly. If in doubt do not put the last dregs in to your boat's fuel tank and occasionally dispose of these in the appropriate place.

If your inspection indicates bacteriological contamination remedial actions will include emptying and cleaning fuel tanks, and adding a fuel specific biocide additive.

Biodiesel is a better solvent than plain diesel. Consequently it can dissolve existing deposits present in fuel system.

If you think or know that your diesel has recently changed to a biodiesel component you would be well advised to increase the filter change frequency, for example, changing after, say, 2 or 3 tank fills.

Older steel fuel storage tanks may be incompatible with sulphur free diesel, whether it contains biodiesel or not, these may require replacing. In addition to the fabric of the tank; the various seals need to be examined for deterioration and, if present, replaced.

Biodiesel is more prone to oxidation than that of 'normal' diesel. As oxidation takes place, it can give rise to the formation of solids creating the potential to cause blockages filters in fuel system. This is best managed by ensuring that fuel is used at a rate that allows tank contents to be refreshed periodically. Views differ on what is an appropriate cycle time for fuel turnover in the tank, but for each individual craft, use and fuel tank capacity must be taken into account. Skippers should aim for between 6-12 months to completely turnover tank contents.

Biodiesel blends are more prone to waxing in cold weather; this technically known as the Cold Filter Plugging Point (CFPP). Waxing or gelling in cold weather; both are terms for the solidification of diesel oil into a partially crystalline state. Fuels made to

the latest standards (BS EN 2869:2010) include anti-waxing and anti-oxidisation additives. So, in very cold weather look out for cloudy diesel and be aware that fuel starvation might occur. So what can be done? Well, in the Second World War the Russian army would light fires under their lorries to warm things up but that's hardly an option. You can use further anti-waxing additives or wait for the weather to improve.

Sensible actions - Good practice recommends that:

- Aim to turn over fuel in a tank at least every 6 months and certainly no more than 12 months.
- Keep tanks as full as possible to reduce condensation. This needs to be offset against the craft's use and fuel capacity.
- Drain water off regularly and check if drains and traps can be modified to be more efficient.
- Check and replace seals and other components in the fuel system regularly.
- Do not store diesel in containers other than your fuel tank unless your consumption demands this

Try to buy your fuel from a marina or boatyard with a lot of use; smaller setups may not sell enough fuel to turn it over regularly particularly in the winter months.

If it were possible you should try to buy diesel that does not contain biodiesel; however it may be impossible to determine the biodiesel content, best assume it has. On the positive side all of the precautions mentioned here are sensible ones and since these issues affect 'normal' diesel and biodiesel any extra actions will not be in vain.

Biodiesel Detection test kits are available, which can identify whether contamination is present and its severity. These field kits give quick and accurate results and do not require laboratory conditions. However a quick search on the internet suggests they may cost in the region of £100 so are probably not viable for most owners.

Biodiesel is here to stay so the best course of action is to learn to live with it; none of the issues are so great as to be show stoppers.



Finally, I was prompted to write this article because I noticed the fuel tank cap on my car said: "**No Biodiesel additive**". See opposite.

However, the little green sticker on the pump at the Esso station said: "**B5 5% Biodiesel**"; a quick check on the internet suggested that it was *probably* OK to fill up but I'm still not certain!

Peter Thorne

The pleasures of the archipelago - Part 4 of Hornpipe 2009 cruise

Since June, we have been in the Stockholm archipelagos, inner, central and outer; the Åland Islands; the Turku and Helsinki archipelagos; now the Swedish Blue Coast archipelago. Each has their own unique character and a different kind of environment. The inner islands, in each of the archipelagos, are higher, more fertile, covered in trees and other vegetation. The islands become barer, rocky and generally lower the further out from mainland one gets. Navigation in the archipelagos is also different in each area. Most have some leads which are



buoyed – the main cities of course have large ferries and cruise ships going in and out. The standard maritime “Rules of the Road” do not always apply, whereby power gives way to sail: some of the channels are so narrow that a large ship requires all the width – it is up to us to keep out of their way! As they can often be hidden behind islands until they are almost upon us, a good lookout is always necessary. We now have our AIS display (aka “The Cat”) – this is an instrument which at least warns us of large vessels around the corner, as they are required to transmit their course, speed and position at frequent intervals.



The island of Möja is on the outer edge of the central Stockholm archipelago. It is about 2 miles across and four miles long, yet it has six different ferry stops and large catamaran ferries doing 25 knots in and out of its tiny harbours. They put their bow onto a small jetty at the entrance to the harbour, push out their gangway, unload and load within generally 30 seconds and are up to speed again in less than a minute. Most of these harbours are too small for us to find a berth to stop

overnight! The ferries don't have to actually go in.... nor did we - we anchored offshore and took the bikes ashore in the dinghy to cycle around the island.



The outer Stockholm archipelago is completely unbuoyed, and full of unmarked rocks and shoals – visible and invisible, but near enough to the surface to cause us damage. It is all very well charted, and we enjoyed going back to basic navigation with a hand bearing compass and clearing bearings. Suffice to say our keel is still intact.

We shall have some more to say about the navigation and sailing in our winter talk.

Watching the Wildlife

You know we enjoy it: here are some more pictures!



Mother and baby Great Crested Grebe – RB became a step-parent here, re-uniting parent and offspring with a very convincing baby grebe peeping.



Mother coot feeding baby with delectable water weed.

More Capitals for Hornpipe!

This year Hornpipe has enjoyed the delights of Stockholm, Helsinki and a brief visit to Tallin. Our main focus this summer has been visiting the art museums.



TALLIN



Everyone thinks of Tallin as *the* city of the Hanseatic League one *must* visit, but we found it less impressive than Visby, and some of the former Hanse League German towns we visited last year. It was also very crowded being the middle of summer with at least one new cruise ship every day. The new art museum,

Kumu, more than made up for this – it is a stunning building and has some very good exhibits.

We also enjoyed the crumbling concrete marina, which was built by the communists to host the sailing for the Moscow Olympics in 1980. One of the highlights though was a ride on the “Conference Bike” when Tony and Helena were with us – six people sitting around in a circle around the driver, with everyone pedalling! Helena and Tony got the most exciting seats – they were the crumple zone when we got into the large streets with traffic.....



STOCKHOLM



Stockholm is built on a series of islands, thus much of the city centre has some waterfront. Hornpipe has made 2 visits to Stockholm this year, and will be back again in future! The modern art museum was interesting, but did not equal the heights of Kumu in Tallin.

The main art museum will have to wait until next year!

Hornpipe on her return visit was invited to this idyllic setting – a small boat club only three miles from the city centre!

HELSINKI



The first two photos show the Russian Orthodox Cathedral and the Lutheran Cathedral. Two very different buildings, both with magnificent sites in the centre of Helsinki, yet the Finnish people are probably now the least religious in the EU.



The modern art museum is an interesting building from the outside, but we



read enough about it to be sure that its contents would not appeal! We spend a captivating day in the Ataneum, the main art museum, which had a special exhibition on paintings representing the “Kalevala” – the legendary Finnish sagas. This introduced us to an

exciting Finnish painter of the early 20th century, Akseli Gallen-Kallela. We subsequently cycled out to his former house & studio, which is also now a museum. Cycling in Scandinavian towns is a joy – if you do not get a separate cycle lane, complete with own traffic lights – then you can nearly always cycle on the pavements – specifically signed as being for pedestrians and bicycles! We may get into trouble back home.....



Another highlight for us in Helsinki was the railway station, a monumental edifice built during the Russian era, but with an appealing mix of Russian functionality and art deco.

We also enjoyed visiting the church “Tempelliaukion” which was carved out of a mound of granite in the 1960’s. It has wonderful acoustics, and we attended two concerts there.



We had an intensive week of museums, art, design and sightseeing and found much to enjoy. Not least sitting in the sunshine on the main boulevard “Esplanadi” drinking a cold beer and watching the world go by! Our final night was spent on Suomenlinna, a massive fortress spanning five islands in the harbour. When attacked by the Russians, when Finland was ruled by Sweden and the fortress was known as Sveaborg, it capitulated after a short siege. Helsinki will be another place we shall return to.

Socialising with friends and family

We had many visitors in June, July and August – and lots of fun. Helen came in June – it was the coldest midsummer for many years!



Helena and Tony met us in Tallin during a heat wave – this private dining room was a great treat.... and excellent food.

Helen came back in early August with Tanya – this was the week we envisaged when we signed up for the Baltic – warm weather, constant sun, sea temperature 22-24 – swimming morning and evening, gentle sailing and delightful surroundings.



We have also met up with our friends on yachts “Badger”, “Emma”, and “Incognito” so it has been a sociable time!

After the girls left, Cheryl and Stuart arrived at Nyköping to join us for a few days. Birgit and Alf joined us for a day, from their home north of Stockholm. We all had a very gentle sail out to the island of Broken, where we gathered blueberries for fresh blueberry scones (baked by Richard).



After all our visitors had gone home, we started making our way southwards towards Germany. We have still managed to visit some new places, and revisit a few favourites. We had a wonderful day cycling to a new find – an art gallery, VIDA, at Halltorp on Öland. A wonderful new building, opened in 2001, overlooking the sea with large galleries displaying the paintings well, and specialising in displaying the art of just a few artists. Two of these mainly work in glass so we did not come away empty handed. It may not sound sensible to have glass candle holders on a sailing boat, but these are substantial enough if carefully wrapped, and are adding to our enjoyment now that we are starting to see some darkness in the evenings.

We hope to be back at our winter base on Fehmarn Island by mid-September, so that we can spend some time on working on Hornpipe. Summer has been too busy to do much to her!

We are flying home on 28th September, and look forward to catching up with you all in person. We appreciate short emails with your news – no attachments or photos please as we are buying expensive internet access now and then!

Helen & Richard
S/Y "Hornpipe"
Karlskrona
30th August 2009

Sea Fever in Asia

After the disappointing season in 2009 berthed in the Greek Island of Paros, the decision was made to go east to find consistently better weather and new areas to explore. When sailing east in the Mediterranean sooner or later you run out of water and Sea Fever bumped into the Turkish mainland at Kusadasi. "Seems like a nice place, we'll stop here" was the consensus view and so Kusadasi became the base for the 2010 season.

Mick Day rang me in about June 2010 and asked if I would again join the expeditionary force to explore the western Turkish coast for the week 6 – 14 October 2010. He promised the same old crew of himself, Dave Warner, Alan Matts, Tony Ball and me. Well what could I say but, "Yes!"

Wednesday morning 6 October 2010 Mick arrived to pick me up and then on to collect Tony before following SATNAV to Birmingham Airport 'off airport' parking. With all due respect to Garmin and Tom Tom, best advice if you have a SATNAV is to chuck it in the oggin and buy a map! We came off the M42 at the A45 turn and SATNAV immediately turned us away from the airport. We then trundled around back lanes, through housing developments, past shopping centres, pubs and restaurants until about 40 minutes later we arrived at the car park in Mackadown Lane Sheldon. The easy way to get to Mackadown Lane from the M42 is to drive past the airport on the A45, pass under the gantry (there is only one on that road) and turn right. It takes less than 10 minutes and is stress free!

Check in was uneventful until Dave Warner noticed that the pretty young lady helping us was named Laura. This obviously pressed his button because as quick as a flash he whips out his ukulele and crooned, "Tell Laura I love her, tell Laura I need her, tell Laura not to cry, my love for her can never die!" The young lady in question turned a little pink with embarrassment and conceded that she had never been serenaded by a man before, Dave made her day! After that excitement we passed through security to begin our airport shopping. Having taken too much time to find the car park there was insufficient time to visit more than one shop and made do with sampling the products at Weatherspoons. Sheila Matts, the ever kind and caring wife of Alan had thoughtfully sent him off with an enormous bag of sandwiches that we relished while relaxing in Weatherspoons.

Apart from the young lady passenger who was plucked kicking and screaming from the departures gate by four policemen, Birmingham airport was uneventful. Flying from Birmingham to Izmir was almost uneventful too but then we are British and we did not build an empire by being timid! The inflight magazine offered gin and tonic at £4.00 each or two for £7.00, there were 5 of us and logic says that once you have bought the minimum quantity that the excess ought to be at the discounted price. I asked the stewardess for 5 gin and tonics at £3.00 each and offered the requisite

£15.00. Chaos ensued; she did not know what to do so mumbling something about 'the computer'. I suggested that she might like to consult the Cabin Manager and the rather lame man who was pushing her trolley owned up to being the Cabin Manager but he too could not override 'the computer'. When I suggested that he might like to use his managerial discretion, he revealed quietly that he did not have any discretion. I think that I upset him when I then questioned the point of having a Cabin Manager and not simply appointing a Cabin Boy. I paid the extra £1 to save him bursting into tears.

We each paid the rip off ten pounds to enter Turkey and got our 3 month visa stamped. We remembered to offer a £10 note each because they do not give change for £20 notes nor accept payment for 2 people at the same time. Fiddle or what?

Mick Day had made excellent arrangements at Izmir; we were collected by taxi and driven straight to Kusadasi where we arrived at the boat in the early afternoon. Heads down for a quick kip and then off to a marina restaurant for dinner. Next day we set off on our trip.

Thursday 7 October 2010

Kusadasi 37°52'.07N, 027°15'.56E to Pithagorion 37°41'.19N, 026°57'.06E

It is not that easy leaving a Turkish port, we had to go into town to the police station and request permission to take our own boat out. It's all to do with registration. We declare that we are only going to visit Turkish ports and that we will not be putting into a Greek port. If we do put into a Greek port we then have to pay another registration fee of about £150 to re-register in Turkey. Having lied through our back teeth our first destination was the Greek port of Pithagorion.

Having negotiated the exit from Kusadasi and avoided the submerged rocks that are a danger to shipping we turned south lamenting the fact that the Turks do not seem to bother with buoys or Cardinal Marks. If a boat runs into the unseen underwater obstruction then it is tough luck. We picked up an excellent northerly F4/5 wind which soon saw us speeding through the Sisam Bogazi (The Samos Strait) (37°42'.1N, 027°04'.67E). This is the closest point between Turkey and Greece, at its narrowest the gap is a little more than half a mile part. The Greeks and Turks obviously love each other evidenced by the number of national flags that fly on useless lumps of rock and scrubland.

We were caught hopping by the weather, while it was dry and sunny, it was very cold and none of us had brought woollies. We learned to shiver well!

Photograph 1 - Pithagorion



Pithagorion is a most delightful port, we moored stern to in the inner harbour next to the row of tavernas and bars, could not be in a better spot! Fortunately, we had remembered to change the courtesy flag as we came out of the Samos Strait but by rights we ought to have flown a yellow flag and reported to the police station. Anecdotal evidence from other

skippers along that Turkish/Greek coast advised us to keep clear of port officials if possible as they only make things difficult with their formalities. We 'forgot' to enter Pithagorion into our log!

As might be expected in a port, fish is an important feature on most restaurant menus. Keeping fish fresh is always a challenge but one enterprising taverna solved the problem by sinking a huge keep net alongside the harbour wall. The keep net was kept afloat by the five foot square floating frame at its mouth and the fish were kept fed by the bread dropped into the frame. A novel idea but it worked.

Friday 8 October 2010

Pithagorion 37°41'.19N, 026°57'.06E to Altinkum 37°20'25N, 027°15'.57E

Leaving Pithagorion early on Friday morning we could not help but notice the three border control vessels with their cannon and machine guns prominently on show. Though these boats were quite intimidating, it is heartening to know that Greece actively seeks to deter illegals from entering the EC. Our strong Northerly wind had picked up a little overnight and our passage toward Didim Marina at Altinkum was exhilarating. We rounded the point at Takagac Burnu and put into Cukurcuk (37°20'.95N, 027°12'.5E) for lunch. Cukurcuk is a large bay partly taken over by a fish farm but the bottom is sand/mud and the holding is good.

Didim Marina at Altinkum is a vast new marina with few boats. We were assisted to our berth by two ribs though they caused more trouble than they solved. Left to our own devices we would have moored in the middle of the pontoon but the harbour staff wanted us on the first berth. They had underestimated the effect of windage as we turned to line up with the mooring and we were almost swept onto rocks. Fortunately one of the ribs acted as a tug and pushed us away from the danger.

The facilities at Didim are excellent even though they are housed in WWII lookalike bunkers. The shore-side bar and catering facilities were also excellent though

geared to cater for the rich big gin palace owners and not quite suited to NPCA members. One meal in the restaurant would have swallowed our week's budget!

Photograph 2 - Didim Marina



The pilot book told us that Altinkum, a metamorphosed former fishing village turned booming holiday resort has good shopping, restaurants and bars. Eager to sample the nightlife we hopped on to the local dolmus and for about fifteen pence each we headed to the great metropolis. The shopping turned out to be a poor man's sock with jeans and sweatshirts piled high and the merchants offering best buys. We picked

a restaurant after the "dip, Eeny Meeny Miney Mo"; it was OK but nothing to write home about. The promised nightlife with elevated decibel levels did not materialise and as it was very cold we returned to Sea Fever sober with

The cold weather experienced the previous day had continued unchanged. We had only brought sheets to sleep in making the nights somewhat cool. I ought to have known better because the last time I was in Istanbul there was three feet of snow! I must remember my jumper next year.

Saturday 9 October 2010

Altinkum 37°20'25N, 027°15'.57E to Gumusluk 37°02'.96N, 027°13'.57E

Saturday started early, we had to get up to get warm, and there was a definite chill in the air brought about by the strong northerly winds. It was great to have a beam wind as we sailed towards Gumusluk but the price was the cold. Still, it was a nice day, dry and the sun shone. Gumusluk is a little fishing village at the head of a deep bay protected from the sea by hills. There is no usable harbour wall, quay or pontoon so visiting yachts must anchor off and approach by dinghy. We dropped anchor in about 4 meters of water, set up a transit and after an hour decided that the holding was good and that we could safely go ashore. There were a number of tavernas along the shoreline mostly offering outdoor tables. As mentioned earlier in this account, it was unseasonably cold and sitting outside did not find favour among Sea Fever's crew. Fortunately an enterprising taverna owner offered us an indoor table with a real fire to keep us warm.

Photograph 3 - Outdoor eating at Gumusluk



The waterfront at Gumusluk was lit by coloured lights inside the skins of hollowed out exotic fruits. They really looked very pretty. Our table was lit by a bare electric light bulb and not very pretty at all but at least we were warm!

Next morning Mick and I went ashore to buy provisions however after selecting our purchases but before we were allowed to pay for them we had to take tea with the

store owner. The buying decision was not rushed. While this was a most enjoyable local custom, I don't think it would catch on at Sainsbury's!

Sunday 10 October 2010

Gumusluk 37°02'.96N, 027°13'.57E to Kazikli Iskelesi 37°20'.0N, 027°28'.8E

We were sad to leave Gumusluk, it was an idyllic spot, a sheltered bay and clear waters we thought that it could not get any better, how wrong we were! As we were due to sail through a couple of large fish farms we decided to trawl a line off the stern and catch our supper. There were lots of small boats fishing around the fish farm where the wild fish would be attracted to the free food that fell through the bottom of the farm cages. Despite our having a vivid and bright spinner sadly our supper eluded us.

The strong Northerly wind pushed us along at a surprising rate and was probably the cause of our fishing failure. We had anticipated finding a bay on the way to stop for lunch but the perfect wind over the calm blue sea brought us to Kazikli Iskelesi sooner than we thought.

Kazikli Iskelesi is another idyllic location at the end of the bay. There is nothing there except two tavernas, one with a pontoon large enough to take four boats stern to. Lunch was quite liquid on the terrace and while the other four returned to the boat for an afternoon nap, I went exploring.

The second taverna had neither a pontoon nor a natural terrace area. The owners had improvised and built an enormous raft out of old oil drums and moored a floating terrace linked by a rickety bridge. Boats anchored off and crews came in by dinghy. This end of the bay was home to three or four fishing boats and each of their owners

Photograph 4 - Kazikli Iskelesi



had made their own pier and pontoon from salvaged materials. Further around the bay I came across a derelict church and a small holding with chickens and goats.

On my walk I became increasingly aware of past occupiers, the path was littered with bits of carved rock, old columns and finials. If only they could talk! The track I was on gave way to another inlet where a couple of yachts were lying at anchor. It would be hard to find a more beautiful spot to weigh anchor, even a taverna would spoil the beauty.

After my walk I need a shower and was delighted to use the taverna's shore side facilities. The owner had kindly built outdoor showers and built modesty curtains out of bamboo. While I had a pleasant shower I noticed a couple of vivid green frogs on the bamboo wall and thought that they were plastic ornaments until one jumped about four feet to land on the adjacent wall. I detest reptiles and fled in my birthday suit to safer ground.

We ate in the taverna and sat around the table until quite late. I asked the owner for our bill and reminded him that we had not paid for the beers at lunchtime. His response was that it was late and he was too tired to bother about the bill, "Pay in the morning, that's soon enough!" Try that in a pub on the Hamble!

Monday 11 October 2010

Kazikli Iskelesi 37°20'.0N, 027°28'.8E to Nisos Agathonisi 37°26'.65N, 026°57'.91E

We woke to find a change in the weather, it was warm. The sun was shining and the wind had backed to south-westerly. It could not have been better for our return journey. Close hauled until we rounded the point again at Takagac Burnu and then cruised happily on a beam reach toward the Greek Island of Nisos Agathonisi.

On entering the harbour at Limin Ay Yeoryiou, now flying the Greek flag, we found the bulk of the harbour wall taken up by two German yachts lying side on. The pilot book clearly states to moor stern to, obviously they could not read or were far too

important to bother! The only space left for us was moor under the bow of one of the yachts squeezing in the gap before the prohibited zone reserved for military vessels only.

Again a liquid lunch, necessary to replace the fluids lost in the exertion of sailing in warm weather. We valiantly struggled across the ten meters that separated our boat from the taverna and enjoyed our chilled Amstel with dishes of olives and nibbles that were provided on the house. Across the far side of the bay we could see a church that sat on the hill top probably 200 meters above sea level. Dave Warner, obviously moved to satisfy his spiritual needs or to annul his penance, announced that he was going to make a pilgrimage to the church. Tony announced his need to exercise and I went along for just in case they got lost. Three quarters of an hour later and we were perched on top of the hill looking down on Sea Fever. Mick Day was unable to join us on the walk because he had to buy Alan another beer to replace the sweat that broke out when we mentioned exercise.

Photograph 5 - Ferry at Agathonisi



The views from the hill top were spectacular and we had a bird's eye view when the Anek Sea Line Ferry came in. We all commented on our good fortune not to have ignored the "Do Not Moor Here" signs when we found that the Germans had hogged the harbour wall. Later that evening the Coastguard vessel came in and moored next to Sea Fever. We kept a

low profile to avoid them asking for papers and our having to go through customs procedures. Fortunately, our luck held good.

It is always pleasant to visit little ports like Limin Ay Yeoryiou; they invariably have just one taverna and one shop. The shop limits what provisions are available and hence limits lunchtimes on board though we have yet to starve or even dislike our meals. The tavernas are a voyage of discovery, you eat what they have got and again we have had some delightful meals, some better than others but each equally enjoyable.

Tuesday 12 October 2010

Nisos Agathonisi 37°26'.65N, 026°57'.91E to Pithagorion -37°41'.19N, 026°57'.06E

Our luck continued to hold; the south westerly 4 – 6 backed occasionally but maintained a steady blow to see us speeding north toward Pithagorion. We were quite relaxed enjoying the cruise particularly when we passed a small motor boat with four men with fishing rods. The motor boat was not the usual fishing boat but was more like a speed boat with a sizable outboard on the back. The fishermen were not exactly the outdoor types either; one was wearing a navy blue suit albeit without a tie! They were obviously new to fishing because their rods looked like they had been bought from Woolworth's toy department, but, hey, it takes all sorts to make the world!

The 'fishermen' were the subject of our conversation and imagination as we scripted them into being Columbians or Mafioso! We pondered the likelihood of them sitting over contraband or them being illegals on their way to Europe! Our fascination reached its peak when we saw the fast Border Patrol boat sweep out of nowhere to heave to alongside them. The patrol boat was stationary for at least 20 minutes and we concluded arrests and confiscation of dangerous fishing rods! Our amusement turned to concern when the patrol boat bore down on us at full speed. They came up to our position, turned onto our course, dropped to our speed but stood off about 8 – 10 meters. They eyeballed us for about 5 minutes then took off at speed without any exchange of greetings except a friendly wave.

We can only conclude that they had seen us close to the fishermen and came to check us out. Fortunately Dave Warner was below decks and so raised no suspicion.

Our outbound visit to Pithagorion was so delightful that we made a point of visiting on the way back. From the sea we could see a church on a hill and decided that it looked worth a visit. After we had secured the boat we took a slow walk up through the old town to the church. As is the case in the Greek Islands, blue and white paints are predominant but it was the first time that we had seen the streets painted as well as the houses, trees and telegraph poles. Many houses had murals painted on the walls. One house had a built in loving seat also painted blue and white and the caption alongside quoted a verse from Romeo and Juliet.

The church was quite impressive standing proud upon the hill top alongside the ruins of an ancient mosque. Graveyard space was at a premium resulting in caskets of ashes being stored in outhouses using the 'heap' system.

Photograph 6 - Pithagorion Cemetery



Wednesday 13 October 2010

Pithagorion 37°41'.19N, 026°57'.06E to Kusadasi 37°52'.07N, 027°15'.56E

Pithagorion had attracted many more yachts after our arrival, all dropping anchors and it was inevitable that chains would cross. After much grunting and heaving we managed to lift our neighbours anchor and chain without any help from them. It would have been helpful if they had played out extra chain to lighten our load; instead they stood on their bows and gawked! Having lifted their chain we had to slip a line underneath to hold it while we lifted our own anchor and the only line to hand was the snubbing line. Letting go the neighbours chain meant letting go one end of the snubbing line and we let the wrong end go. We dropped the end with the snubber which immediately did its job and snatched the chain. That mistake cost the snubber and the snubbing line, won't do that again!

The southerly winds had dropped to force 2 to 3 making progress a little slow. Since the wind direction changed from northerly to southerly the air temperature had risen. No longer the Arctic cold now the more comfortable warm winds from Africa.

After passing back through the Sisam Bogazi (The Samos Strait) we pointed the bows north and headed for 'home'. An uneventful cruise made interesting by the pod of dolphins that paid us a visit. Remembering to avoid the underwater rocks we arrived on our berth at lunchtime.

As we were the last crew to sail Sea Fever in the 2010 season, a thorough clean was necessary. The cold box was emptied and the cupboards cleared of open packets and jars. The sails were taken off, carefully folded and stored in their bags before we walked into town for our evening meal. Kusadasi is an interesting port, an old fishing village with its ancient fortifications. It is clearly a popular holiday resort for the Turks judging by the spread of new hotels and bars.

The taxi arrived to take us back to Ismir at about midnight. The flight left in the early hours of Thursday and we landed at Birmingham at 0600. I was home just in time to greet the wife as she was leaving for work. There was just a little bit of envy in the air, was I wishing that I too could go to work instead of getting my head down in bed for a few hours?

Reflecting on the trip, we were very lucky with the winds, the first half of the week might have been very cold but we enjoyed superb sailing. The second half was nice and warm and while the winds were not as strong we sailed well without mishap. All in all an excellent week with another 150 miles added to my logbook.

Mick McQuade
Part Time Cabin Boy Sea Fever
October 2010

How we came to own Hornpipe – and what happened next!

Oddly enough we had not actually planned to buy a boat. However a friend sent us a link to a website for “Boldexplorer.com”. This was a 43 foot Bruce Roberts designed steel hull, whose interior design and fit had been done by Ashley Woods. He was at the time one of the 5 RYA Examiners of Yachtmaster examiners, and he had distilled a lifetime of sailing experience into the design of Boldexplorer. A code 0 tough boat with so many excellent features that we fell in love with her. We had a trial sail and loved her even more....

However, she was only 2 years old and expensive. She was being run as a business doing heavy weather training and adventure sailing to Norway, Iceland and other exciting places. We were both DTI Yachtmasters and could have got our commercial endorsement so we considered taking on the business. Ash promised to help us, and provide us with relief skippers. Had we been 20 years younger we would have taken out a mortgage and done the deal – a lot of work on spread sheets showed us we could make a marginal living out of running her 24/7.

Common sense told us that we would spend more time maintaining the boat for our “clients” than seeing anything of the exciting places we might sail to. We would have the nightmares during time off of the relief skipper phoning with a problem at 1.00 am and saying “what are YOU going to do about it?”! But we were in love with Boldexplorer and had grown to like the idea of owning a boat, so we started looking at other boats to see what else we could obtain at a lower cost.

And so after many viewings we walked on board Hornpipe in Plymouth and both said immediately: “we could live on this boat”. Deal done that afternoon....subject to a



sailing trial, as neither of us had sailed a Freedom rig. Hornpipe ticks all the essential boxes – 39 foot deck saloon so we can see out when moored in cooler or wet places (although we can't helm from down below), big saloon, galley with fridge, plus large cool box with freezer, and heads with separate shower. Two cabins are comfortable for 2 people with occasional 2 guests. A decent navigation station provided plenty of space for charts and books. And lots and lots of stowage space for a man who has lots and lots of tools and

does all the maintenance, repairs and most of the new/replacement installations!

The sailing trial took place on the day of the survey: a lively F5-6 sailing around Plymouth – we had no doubts that Hornpipe was a true sailing boat, rather than a motor-sailor like many deck saloons of her era.

The offer was accepted in April 2003, but due to problems found at survey it was September 2003 before she was ours. Drinking a bottle of champagne in the September sunshine in the cockpit of “our Hornpipe” was the first great high. The previous owner (quite understandably) didn’t really want to sell her, hence all the delay and dragging of feet, but he had financial problems, and even more crucially, a wife who hated both sailing and Hornpipe! Our first low point was leaving the berth when we discovered that Hornpipe doesn’t steer in reverse, but worse than that, the Morse control lever came off in Richard’s hand. Even worse, the boat we were heading for had the crew sitting in the cockpit. Helen certainly saw the fear in their eyes as an out of control Hornpipe bore down on them; Helen waving one small fender in the rapidly diminishing gap – the fender was just taking up duty as Richard shoved the lever back in and managed to engage forward gear!

So what happened next?

- In 2004 we mostly lived aboard whilst doing a lot of improvements, including installing heating with radiators AND a heated towel rail - an object of much envy amongst fellow sailors! This was the start of becoming “boat-borne travellers” rather than leisure sailors.
- In October 2004 we had a great high when we won the New Parks Rally. The course was substantially downwind from Southampton Water to Lymington, and we powered past the fleet on the long downwind leg to the finish. Why did we need to overtake everyone? Well, Hornpipe didn’t go so well to windward in the earlier tacking legs, but we also lost a battle with South Ryde Middle. We clouted the buoy when we failed to release the mainsheet during a gybe. Learning to sail the freedom rig was a steep learning curve! This was a severe low point, but we were most impressed with our insurance company, GJW, who accepted the surveyor’s report that we should have a complete hull re-spray as it would be difficult to match the paint!
- In 2005 we sailed to Portsmouth-Scotland-Portsmouth. We spent some time in the Outer Hebrides and had some unpleasant experiences in wild Scottish weather. 54 knots overnight in a sheltered bay when it was F11 out at sea; anchor chain fouled (with a mountain bike!) whilst dragging in a F8; several other anchor drags and fouls. The lows were more than compensated by the highs of the wonderful sailing in Scotland; challenging navigation, spectacular scenery and a profusion of wildlife – seabirds, seals and cetaceans. Our friends still referred to our “long sailing holidays”, but we started to call it “life, not a holiday”!

- 2006 was our longest season in distance – and definitely one of our highlights. We sailed approx. 4000nm from Gosport via Scottish west coast, Cape Wrath, Orkneys, Fair Isle and Shetland to Norway; north up the Norwegian coast across the Arctic Circle to the Lofoten Islands where we spent a month sailing in the midnight sun; south down the Norwegian coast to Bergen, back to Inverness and through the Caledonian and Crinan canals to the Clyde, where we overwintered. Of the navigational challenges, our greatest achievement was getting the tides right in Orkney and spending 10 days sailing around the islands. Sailing in the midnight sun and the spectacular scenery of the Lofoten Isles was a real high, as was mooring at the foot of the Svartisen glacier.

We have, of course, visited some of the whisky distilleries in Islay. Our favourite is Ardbeg, specifically the non-chill-filtered “Uisghedail” – the breath of life. Whilst we do not normally drink whilst sailing, we occasionally allow ourselves an “Ardbeg moment” to celebrate a very special occurrence – sailing across the Arctic Circle in our own boat was perhaps the greatest of these.

Wherever we travel we endeavour to find out more about local history and visit local museums. We also enjoy visiting gardens – a riot of colour compared to seascapes – and any art museums, whether small local displays or large international galleries. This is why we now consider ourselves to be waterborne travellers rather than sailors.

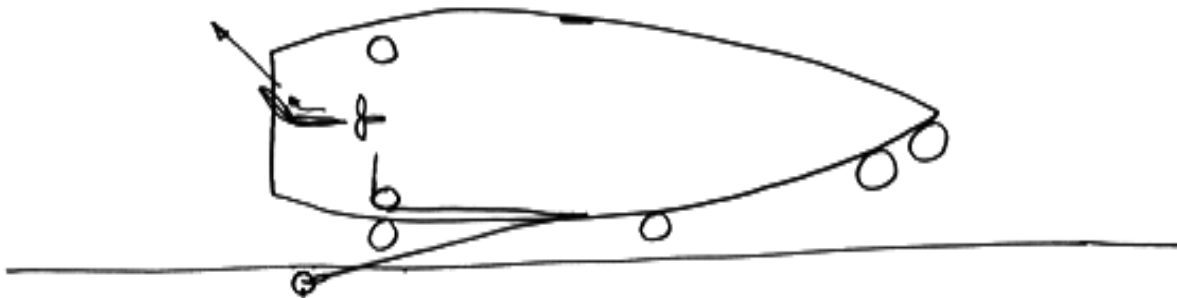
Hornpipe is an easy boat to run with two crew; either one of us can sail her single-handed during long passages. We are very disciplined about watches during anything more than a day sail, and about clipping on when alone on deck. All lines go back to the cockpit so it is rarely necessary to venture on deck when out at sea.

Mooring is a different matter: like many of you, we learned with New Parks on boats crewed with 4, or usually more, people. Plenty of hands to rig fenders, lines, take a line ashore each, fend off other boats when it goes pear-shaped etc.! Hornpipe is 39 feet, and is very difficult to manoeuvre in close quarters. She has a semi-long keel and skeg hung rudder; backwards is only ever a means of stopping forward propulsion! She has a large foremast located in the bow which causes a huge amount of windage requiring max revs to hold the bow up in any sort of wind. We are frequently mooring in ports we have never visited (376 different ones) with a whole variety of different mooring techniques required. What we consistently don't have is nice cleats to tie lines to – one of the techniques we use for alongside mooring is as follows:

- Place a measured bow line draped along the guardrail – it should be long enough to drape back to the centre, widest point of the boat, but too short to foul the prop if it falls in the water
- Rig a spring line through the centre fairlead back to winch
- Have a large snap-shackle at the business end of the spring line to capture anything on shore, or clip back to itself

- Helen gets ashore and signals Richard as soon as the spring is attached to something - he can then control it round the winch
- Helen can reach the bow line draped on the guardrail and control the bow.

Couple from spring pulls bow in
Opposing couple from rudder-deflected propeller thrust pulls bow out.
Boat stays parallel to jetty
Component of thrust moves boat into jetty.



1. Get spring fixed to something on jetty
2. Helmsman adjusts length of spring at winch to position boat
3. Helmsman adjusts engine revs to keep boat parallel to jetty

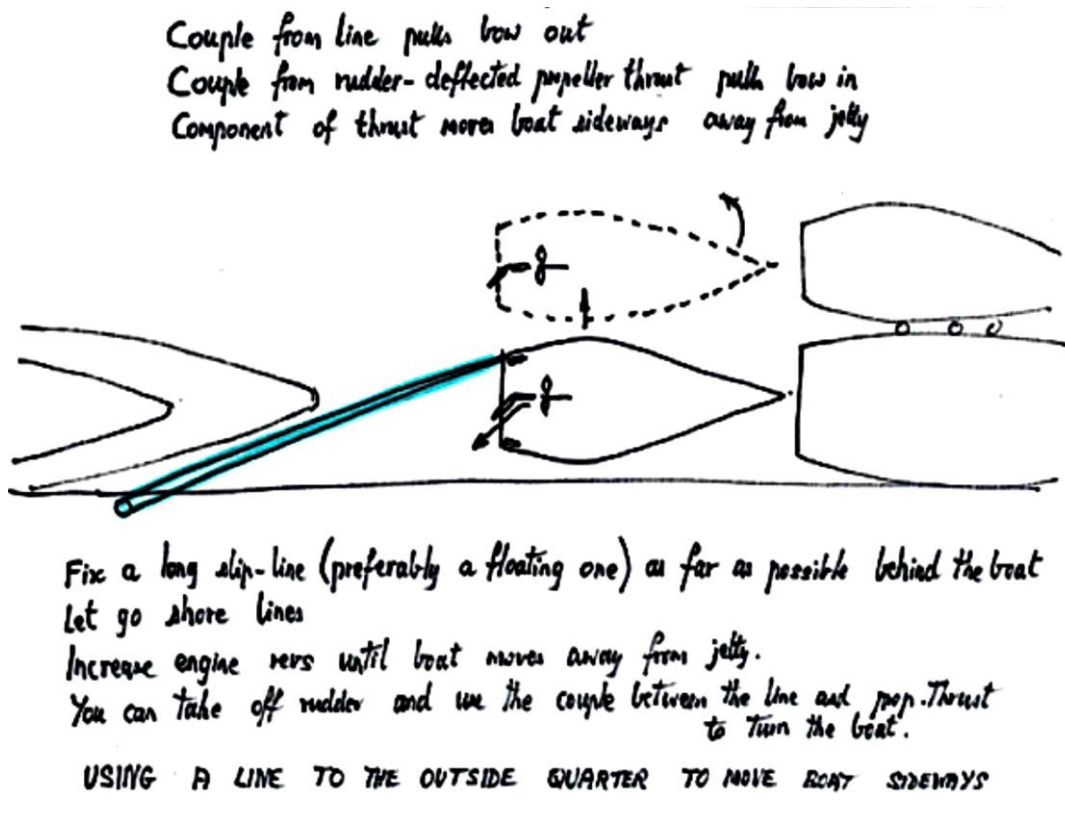
SPRINGING BOAT ONTO JETTY

Practise lassoing techniques. Wet the rope to weight it against the wind. Use a lasso for buoys, or for posts, cleats or anything when mooring alongside but you can't safely step ashore.

Rig a long slip when leaving a bow-to mooring in strong wind. This helps to stop the bow being blown into adjacent boats. We have floating 19m or 26m lines for this purpose.

Talking about wind blowing – DON'T MOOR IN A SQUALL – WAIT 5 MINUTES! A lesson we seem unable to learn: the times we have got drenched, had a tricky time with the gusty wind getting lines ashore, tied the boat up with difficulty, then 5 minutes later the squall has gone through, the wind has dropped and the sun is shining.

Another tip, and one which always gets people looking, is a way of getting the boat out of a tight gap when being blown on. Rig a long stern slip from the offshore quarter to motor against and you will be able to get the boat to come out sideways.



We have now sailed over 15,000 nm with Hornpipe, and whilst practice does not make perfect, we do feel we know how to handle her!

Since 2008 we have been sailing in the Baltic, overwintering Hornpipe indoors in a boat hall in northern Germany. We have fascinating sailing, better weather than the UK, and the largest archipelagos in the world between Stockholm in Sweden and Helsinki in Finland.

Hornpipe has taken us to the following city breaks, where our moorings have never exceeded £30 per night, usually less. (Considerably less than the Hamble!)

- Dublin Ireland - capital
- Bergen Norway
- Oslo Norway - capital
- Gothenburg Sweden
- Copenhagen Denmark - capital
- Stockholm Sweden - capital
- Helsinki Finland - capital
- Tallinn Estonia - capital
- Riga Latvia - capital
- Gdansk Poland

We have visited Art galleries, sculpture parks, museums, opera, theatre, live music, gardens. We have learned about the skills of the British Navy in former years, and followed in some of their footsteps. We have learned about the Hanseatic League, and visited many of its historic cities. We anchor (for free unlike UK!) in remote places about 30% of the time.

So what it is about for us can be summed up as follows:

- We are Boat-borne travellers doing “life”
- We love the challenges of the navigation and going new places. We enjoy the sailing when the wind blows fair – and use the auto helm on long passages/motoring
- We love meeting new people, making new friends
- We can have the variety of cities and culture, history and museums, and remote wild places
- One of our major hobbies is studying the flora and fauna – and photographing them
- We tackle most of our own maintenance and repairs jobs

So what of the future? We are getting older and physically weaker, and Hornpipe is a large and powerful boat. We bounce ideas around, but the one thing we are sure we want are.....**LOTS MORE ARDBEG MOMENTS!**



By Helen and Richard Blackmore

Membership Application Form



**NEW PARKS CRUISING
ASSOCIATION**

Affiliated to
the
RYA

Annual Membership Application and Renewal Form 2011/12

Name..... Tel (home).....
Address..... Tel (work).....
..... Tel (mobile).....
Post Code..... Email.....

NPCA keep members informed of rallies and other events by email and text message. If you do not wish to receive these messages, please tick the appropriate box.

I do not wish to be contacted by email I do not wish to be contacted by text message

RYA Sailing Qualifications None - Competent Crew - Day Skipper -
Yachtmaster Coastal Yachtmaster Offshore Yachtmaster Ocean

Sailing Experience.....
.....

I wish to apply for membership of New Parks Cruising Association. I enclose the annual membership fee of £10.00 which is renewable on 1 October annually. (Please make your cheque payable to N.P.C.A. or fill in the Standing Order below and then post to NPCA Membership Secretary, 5 Orton Close, Rearsby, Leicester LE7 4XZ).

I am/ am not a boat owner. Boat type Boat name

Signature Date

.....

STANDING ORDER FORM

To Bank plc Sorting Code | - | |-|
.....
..... Postcode.....

Upon receipt and upon 1st October annually thereafter until further notice, please pay, from my account number [] [] [] [] [] [] [] [], the sum of ten pounds (£10.00) to Lloyds TSB Bank plc, High Street Leicester Branch, 30 – 94 – 97 for credit of New Park Cruising Association Account Number 03299191 quoting my name as reference with each payment.

Signature Date

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(inside back cover)



IT CAN BE DANGEROUS TO OVERLOAD YOUR DINGHY!

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