

# ‘The Boat’



**TRURO AND DISTRICT BOATOWNERS’**

**ASSOCIATION NEWSLETTER**

**AUTUMN 2013**

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## **TBOA raft up at Grebe in the Helford River**

### **Editorial**

This is my second Newsletter as Editor; I hope you enjoy reading it!

It should arrive with the new TBOA Social Programme for 2014 enclosed in the envelope, please look for it, as it isn't stapled to the Newsletter.

Once again many thanks to all the contributors of this Newsletter, material from members is essential to its production, and continued production, so all articles or photos are gratefully received, any time of year. I can accept articles and photos in any format either electronically or hard copy, hand written or typed up, I'm not fussy!!

You'll notice that adverts are sprinkled throughout the Newsletter again this year, the same adverts as those that appear on the website. The revenue from these helps a little with production costs and hopefully the people advertising will get a response from them as well!

Just a reminder that this Newsletter, and previous ones, are available to download and view in PDF format from the TBOA website in the Newsletter section.

Enjoy!

Phil Coltman.

## **A Note from the TBOA Chairman Autumn 2013**

It has to be said that 2013 was a very good year for those of us in the boating community and a very special year for those of us who happen to be members of TBOA.

After so many dismal summers it would seem that the “prayer” on the back of the 40<sup>th</sup> anniversary programme “Hoping for a better sailing season than last year!” finally was answered; and many owners that had been on the brink of selling up their boats were really glad they didn’t.

Our Social Committee pulled out all the stops and provided a magnificent programme of events and activities throughout the year, which were much enjoyed by everyone who participated in them. I feel that mention and thanks should be extended to all those who go the extra mile for the benefit of the whole membership of TBOA, which includes all those stalwarts that turn up month after month to committee meetings, yard and lay-up meetings, social event planning meetings and spend hours – many hours preparing, planning and recording meetings and the various other functions of the Association.

Stefan Szoka for his diligence as our Secretary, Steve Foot for his management of the moorings, likewise Chris Rowe for his management of the Newham Yard, Mark Arrow for looking after the membership records, Bertie Aitken for safeguarding our financial affairs, John Butler, Paul Thomas and Vanessa Boucher for our entertainment both on and off the water.

Thanks should also go to Geoff Trebilcock, Dave Watkins, Andrew Nancarrow and indeed the many, many unsung heroes who help our Association function so well. This year we have introduced a new award, The Commodores Trophy; which will be awarded annually to the person who, in the opinion of the committee, will have provided the most outstanding service to the Association. This years award went to Roger Bromley and family ..... and deservedly so ..... but there were so many others who could easily have qualified.

It would be a very easily made observation, that we have a number of members whose main contribution to the Association is restricted to paying their annual membership and little else. However, I feel the loss is theirs, and it is important to recognise and celebrate the members who do contribute and do so regularly, unstintingly without expectation of reward, remuneration or thanks ..... they are the backbone of the Association!

As we approach the end of 2013 our winter programme is still to be enjoyed, especially the Annual Dinner and Dance. Then as the nights draw out and give way to longer days, despite the moans and groans we will do it all again – “The once burnt finger of the fool goes wobbling back toward the flame”.

Finally my last thank you must go to Phil Coltman for taking on the unenviable task of compiling, editing and producing this newsletter.

“Hoping for a better sailing season than last year”

Keith Harris.

## **40<sup>TH</sup> ANNIVERSARY CELEBRATION HOG ROAST PARTY**

Following on from one of the best sailing seasons we have seen for many years, the social committee organised a Hog Roast as part of TBOA's 40<sup>th</sup> Year Celebrations. The event was held in a barn at Treluswell Mount Farm, with very kind permission from Roger Bromley and his family. Invitations were sent to every TBOA member requesting them and their families to attend. An excellent response was received and it was anticipated that about 200 guests would join the party. The days before the event were spent cleaning and decorating the barn in a nautical theme. Numerous sails were suspended around the barn and nautical paraphernalia was dotted around the venue. The final touch was made with flags, bunting, balloons and fairy lights.

The evening proved to be a great success. The superb Dartmoor Ale went down a treat, as did the wonderful selection of wines and soft drinks. The hog roast was cooked to perfection and a delicious buffet catered for all tastes.

Music was provided by Cornish based band Shameless who were very entertaining. They certainly gave the eardrums a workout as even our own rock god Paul had to ask them to turn the volume down although this did not stop many of the members strutting their stuff on the dance floor! Overall a very enjoyable evening was had by all.

Special thanks go to:

The Social Committee – Paul, Vanessa and John;

Roger Bromley and his family;

Olga Foot for the spectacular Anniversary Cake;

All the helpers who assisted on the night and who tidied up the next day;

Carn Brea Leisure Centre for the loan of tables and chairs.



John Butler.

Photos thanks to Darren.

The collection from the party raised enough money to make this donation to the Sea Cadets!!!!

Thank you so much to everyone who donated.

Here is their thank you letter.....



Commanding Officer  
City of Truro Sea Cadets  
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Heron Way  
Newham  
Truro  
Cornwall TR1 2XN

Telephone  
01872 270653

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COLET 21/13

Mr P. Thomas,  
Truro Boat Owners Association,  
34 Mount Ambrost,  
Redruth,  
Cornwall,  
TR15 1RA.

19 Oct 2013

Dear Mr. Thomas,

On behalf of my Staff and Cadets I would like to thank you and your association very much for your very kind donation to us of £150:00.

At the moment we are raising money to have a portable metal cabin at the side of the Unit, so we can have a boat maintenance workshop and an extra classroom. What you have given us will really help us.

Thank you again for your very kind donation.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "A.R. Benton".

A.R. Benton  
Major (SCC) RMR  
Commanding Officer



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## **WHAT'S IN A NAME?**

What's in a name? ..... when someone buys a boat they often inherit the name bestowed upon it by the previous owner. Many are reluctant to change that name regardless of its appropriateness to them or the boat, because they believe it would engender some kind of calamity or disaster as if they were to tempt some unknown or ancient deity into an act of retribution by doing so. I believe the "unlucky" element to be much more mundane and modern. If the vessel is registered and the new owner simply cannot bear the thought of being seen or associated with a boat named "Queer Dreams" or "Watery Fantasy" or whatever, it's going to cost a sizeable chunk of cash to re-register the boat with a new name and more again if he also wants to change the Port of Registry as well. So more a case of cash than curse ..... in my opinion.

Boat names, like the names of children, race horses and family pets, we imagine, are chosen with care, though looking at the electoral role, the racing line up for a day at Newmarket, or half an hour spent listening to the appointments being called up in a veterinary surgery may have you questioning this.

Boat names appear to fall into a number of categories for example:-

- **HUMAN NAMES.**

These can be to honour a person of significance either living or deceased, to celebrate remember or flatter; they can be the name or nickname of a real person, a mythical person, a relative or a celebrity past or present. Eg. "Rettie Douglas", "Samuel Plimsoll", "Hayley Marie", "Miss Patsy" etc. etc.

- **PLACE NAMES.**

To celebrate a favourite location, birthplace, historic event etc. Eg. "Manx Wind", "St. Agnes" etc. etc.

- **A METEOROLOGICAL FEATURE OR NAME.**

These are usually combined with a compass or time of day or seasonal word but can also stand alone, eg. "Tornado", "East Wind", "Summer Breeze", "Morning Cloud" etc. etc.

- **A HUMOROUS NAME.**

A name aimed at creating a smile, (ones that engender hysterics are to be avoided!), or a play on words. Eg. "Sailbad the Sinner", "Twedlightly" etc. etc.

- **A CHARACTER FROM MUSIC OR FICTION.**

"Bilbo Baggins", "Roxanne", "Merry Widow", "Mama Mia", are a few that spring to mind.

- BIRDS OR ANIMALS.

Presumably to represent either speed, beauty, grace or virility. Eg. “Kingfisher”, “Jaguar”, “Wild Duck”, “Star Tiger” etc. etc.

- HEAVENLY BODIES.

Can be simply the names of stars or planets or features of the night sky, or an overt attempt to impress on others that the owners are proficient astro navigators. Eg. “Moon Bird”, “Pleiades”, “Sunfizz”, “Milky Way”, “Canopus”, “Antares” etc. etc.

- FRANGLAISE.

Package holiday chic, to impart your cosmopolitan credibility on Le local riff raff. Eg. “Trois Filles”, and “La anything you like”!! etc. etc.

- MAKE OF BOAT.

The make of your boat plus another word. Eg. “Moody Blue”, “Rival “Lady”, “Westerly Breeze”, shows you’ve got enough disposable income to own a boat, but no imagination!!

- PLANTS AND FLOWERS.

For the botanist, gardener, plantsman amongst us. The more exotic, spicy or unknown the better. Eg. “Chilli Pepper”, “Ackee” etc. etc.

- LATIN NAMES.

This has to be the ultimate in bulls - - t baffles brains ways of naming your boat, because everyone (well nearly everyone, your implied fellow ex-graduates in Latin and ancient obscure languages excluded) will be obliged to ask what the name means. Thus allowing the learned owner to condescend a translation, thus establishing said owner as being in possession of an intellect vastly superior to yours.

Obviously these are but a few of the gazillions of ways of choosing a name for a boat. I believe that picking at random, a volume of an encyclopaedia, throwing it in the air and should it fall to the ground in an open position, stabbing the page with a pin is as good a system as any!

I would also add that I think “short & sweet” is a good characteristic to consider. That may, however, reflect my deep-seated fear of calling the Coastguard and getting the one jobsworth sadist on duty who takes a perverted delight in insisting you spell your boats name using the phonetic alphabet! So, obviously, despite quite enjoying the story and film “Mary Poppins” I would not wish to emulate the Olympic Yachtsman Rodney Pattison by calling my boat “Supercalifragilisticxpealidocious” or something similar!



In years gone by when the great tea clippers graced the seas they seem to have conjured up amazing names with a certain magic and romance, now sadly missing.

#### TEA CLIPPERS:-

“Lahloo”, “Taeping”, “Ariel”, “Serica”, “Fiery Cross”, “Sir Lancelot”, “Flying Spur”, “Thermopolae”, “Sovreign of the Seas”, and “Cutty Sark”.

#### WINDJAMMERS:-

“Hougomont”, “Monkbarns”, “Herzogin Cecilie”, “Lawhill”, “Crown of Germany” and “Wanderer”, though a known and infamous crew killer, were still the inspiration for Masfields famous poem.

#### COAST HOPPING TRADING KETCHES & SCHOONERS:-

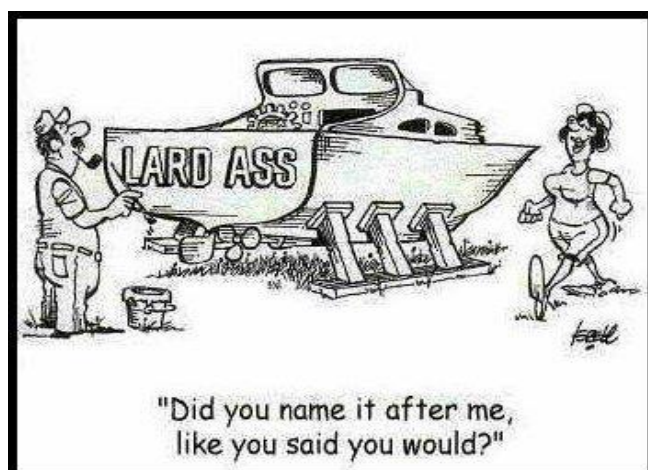
“Wild Wave”, “Startled Fawn”, “Leveret”, “Flying Foam”, “Cock O’ the Walk”, “Welsh Belle”, “Waterwitch”, “Lilly of the Valley” and “Cornish Lass”.

They don’t make ‘em like that anymore!!

To conclude if you buy a preowned boat with a name you can live with and you quite like ..... fine; if, however the name of your new pride and joy makes you shudder with embarrassment whenever it’s mentioned especially if you can’t pronounce it either – change it, but be careful; don’t (as my Dad would have said) “swap a black dog for a monkey”!!

Keith Harris © 2013

On a humorous note this might make you giggle .....



If you enjoyed this article you might enjoy tackling the **WORD SEARCH** overleaf which contains within its grid *MOST* of the boat/ship names in this article.  
Good Luck .....

## Keiths Word Search.

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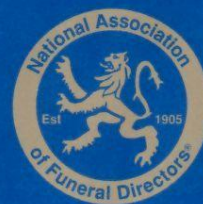
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## **Anchorage in South East Cornwall.**

During my sailing career I've cruised extensively from Brighton in the east, The Solent, Dorset, Devon and Cornwall as far west as The Scillies visiting most of the well trodden harbours and anchorages on this stretch of coast. So in search of new ground there were a couple of places not far from here that I'd not been to before until this summer, which just had to be tried! And thankfully some of the glorious weather that we had helped as well!

I thought I'd share these places with you all, sorry if they're "old hat" to some readers, but in the last TBOA Newsletter, Chris and I wrote an article on Polperro so this kind of follows on from there, well geographically anyway.

The first is a great little spot tucked inshore in deepish water behind **Looe Island** and the second is **Dandy Hole** up the Lyner River off the Tamar.

### **Looe Island.**

We've all sailed past Looe on our way from Fowey to Plymouth and if you're like me you're at least a couple of miles offshore at that point and as Looe itself is a drying harbour, the area is given little more than a glance whilst heading for Rame Head and Plymouth.

Looe Island can sometimes be difficult to spot against the mainland and it has a shoal of drying rocks called The Ranneys off its southern end that are marked by a southerly cardinal buoy. Give these a good offing if coming from the west and then approach the centre of Looe Island heading back in a westerly direction from a point to the south east. There is quite good shelter here from the west and right in the middle part near the house there is a reasonable depth of water close in. The bottom is rock and weed so a fishermans or Danforth anchor with a tripping line would be best if stopping for long.

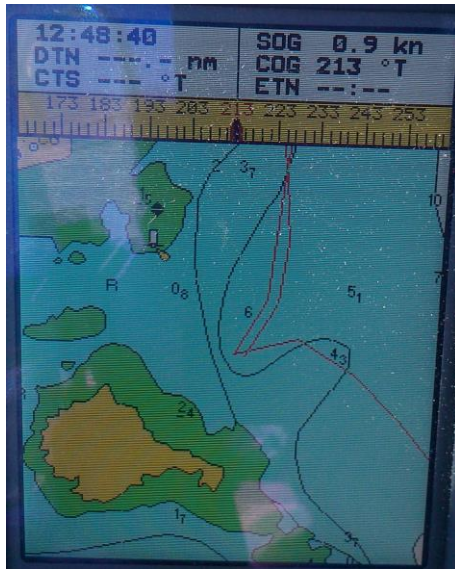
A great lunchtime spot in Westerly or North Westerly settled weather, while I was there a seal came up close to say hello! Very peaceful and it's a bigger area than it looks from afar.

I should mention that Looe Island is privately owned so I guess there's no landing there, and no attempt should be made to go through the gap between the island and the mainland, even at high water!



Looe Island looking southwest from Looe Harbour entrance and beach.





This is a snapshot from the chartplotter showing the deeper water near the middle of the island on its eastern side.

And this is looking north to Looe Harbour entrance.



These pictures are taken at low water. The straight red lines on the chart plotter are my tracks.

## **Dandy Hole**

Who the hell is Dandy anyway?

This is a very peaceful, remote and picturesque river anchorage in the upper reaches beyond Plymouth. The anchorage is a deep hole sluiced out by the tide on a remote bend in the upper parts of the Lyner or St. Germans river, about a mile downstream from the St. Germans viaduct.

I should say at this point that it's quite a long way up the Lyner River from its junction with the Tamar near Saltash and equally that junction is quite a long way from Plymouth Sound and the sea. Probably allow the best part of two hours to get to Dandy Hole from outside Plymouth Breakwater at about 5 knots depending on the tide.

Once inside Plymouth Breakwater a passage through "The Bridge" to the west of Drakes Island is the quickest route and then up the Tamar past Devonport Dockyards is the way, quite interesting to look at in its own right, watch out for ship and patrol boat movements! Eventually when in sight of the Tamar Bridge the entrance to the Lyner River opens up on the port hand side. This is where the tricky pilotage starts and a good detailed chart is really needed.

At first the channel is wide and deep and well marked with buoys but once past Forder Lake and Anthony Passage the channel markers are few and far between. Above half tide though there is enough water for most yachts and the channel is reasonably wide in most places. So it's not as difficult as the pilot books would make out, and with a good echosounder and ideally a chart plotter if it's your first time, it's fairly straightforward.

Dandy Hole is on the bend in the river south of Erth Hill. It's quite a large area of water that will accommodate maybe six or more yachts at low water springs, the bottom is mud. It's a beautiful spot miles from anywhere with no facilities whatsoever! It's surrounded by fields and woods.

At low water the banks open out into mud flats and you are pretty much stranded there in the deep water of Dandy Hole until the tide returns.

I arrived on a Sunday afternoon and there were three other yachts anchored there but by about five o'clock they had all gone and I had the place completely to myself. The only sounds that evening were the natural ones of wildlife and gently flowing water. Marvelous!!!

There aren't many isolated anchorages like this left along the south coast of England! It's a must but don't tell too many people!!!!!!



Looking upstream from Dandy Hole towards the St. Germans viaduct. Erth Hill is on the right hand side of the picture.



Looking north from Dandy Hole with Erth Hill on the left hand side.



Looking northeast from Dandy Hole at LW towards Anthony Passage and the Tamar in the very far distance.

Phil Coltman.



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### **My First Year of Boat Ownership**

I learnt to sail back in the early nineties, courtesy of the Joint Services Adventure Sail Training Centre at Gosport. As an RAF pilot, adventurous training was seen as a way of developing skills in leadership and teamwork in a different environment and I was hooked on sailing from the start. I took advantage of many of the courses on offer and dreamed of one day owning my own yacht in which to explore the UK, English Channel and maybe more distant ports. Now, having retired from the RAF, I was in a position to do just that, and in 2012 finally managed to find the perfect boat for my family and me.

The Moody S31 was the one yacht that matched my list of requirements and we eventually found one named "Ribbon Seal" for sale. She had tiller steering which meant that the cockpit wouldn't be crowded with four of us, bilge keels that opened up the possibility of creek crawling and of drying out (especially if I got

the tides wrong!), the solid build quality that Moody's were famous for and a deck layout that would help in sailing the vessel single-handed. She was located in Milford Haven and after the customary negotiations with owners/ brokers a deal was struck and my wife and I were the proud owners of a yacht! The logistics of moving from Milford haven to Falmouth had been considered and, due to the unreliability of the UK's weather, I decided to have her shipped by road. The small haulage company I used were first class and the driver gave strict instructions for us NOT to follow him back, and to head off back to Falmouth to make final preparations for launching. This was good advice considering my state of mind just from seeing my boat dangling 20 feet in the air as she was loaded onto the low-loader, so I was soon back in Cornwall waiting like an expectant father. The crew at Falmouth Marina were excellent too and by lunchtime the next day, Ribbon Seal was floating alongside a marina berth, mast in place courtesy of Mel and Jake from A2 Rigging.

It was at that point that I started to fully understand the implications of boat



ownership and the rapid access that a boat has to the funds in both your wallet and bank. A new battery, new VHF antenna, and a new deck light were the first items of many to drain what little funds remained in my account. However, the next day, when my son and I sailed her to Mylor to take up her home on a TBOA mooring was a fantastic experience - the engine worked

quietly and efficiently and she sailed a lot better than I was expecting for a bilge-keeler. One thing that was different to the boats I had sailed in the past was the big 135% genoa. It blocked quite a bit of the view ahead and Crossroads buoy was a lot closer than I had expected after throwing in a tack.

Having safely made our first voyage at the beginning of September, we had about 3 weeks left in which to find out all of her foibles and get used to her.

An ill-fated sail to Helford in a Southeasterly with a sloppy sea soon drove home the responsibility that a skipper has to the rest of his crew. The wife, normally perfectly at home on the water having sailed in working boats when she was young, spent most of the time across Falmouth Bay hung over the side rail. I was going to have to choose sailing days carefully in the future in order not to put her off sailing for life!

Winter lay-up at the Rustler Yard aka Falmouth Boat Park was soon upon us and this gave me an opportunity to start addressing a few of the (minor?) issues that were raised by the surveyor. What had seemed like an "up together boat" was

now, according to the survey, in need of many items just to be considered safe and seaworthy. The sea cocks were not considered to be of high enough quality, water hoses in the engine compartment weren't fire resistant, there was no gas alarm and the oven didn't have a flame arrestor fitted to the hobs. To cap it all, I now discovered a leak from the saloon window. So, I started a list. A list that eventually grew to nearly twenty items; it began with fitting a new gas regulator and hose and culminated in the removal of all of the old antifouling and application of epoxy coating to the hull (Thank you Steve Thompson for a very professional job).



The next 6 months flew by, with all of the tasks being completed - some by me, most by professional marine tradesman who ensured that the job was done correctly although at a cost. Well over £3000 was spent on her during that winter - don't tell the wife! But I was now happy that virtually all of the items on the survey had been addressed, although the crazed hatches would

have to wait for another year and the start of another To Do list.

My only hope was that we wouldn't have another wet and windy summer where boats completed many miles in a circle around their own mooring buoys. It seems my prayers were answered and, with what was probably the best summer for 5 years, we had a fantastic season with many daysails across the Bay, motoring up river and three cruises to Fowey. The first cruise to Fowey was on my own, and I can honestly say that this is the best way to get to know both yourself and your boat. My thanks must go my good friend Phil Coltman, who has given me so many tips on sailing single-handed. I now know that preparation is the key, and much thought must be given to something that is normally quite simple with a crew of two or more before you actually do it, otherwise you run the risk of watching your boat sailing away into the distance without you. I always wear my lifejacket, which has a personal locator beacon attached, when sailing on my own. I flew Nimrods in the RAF and know firsthand how difficult it is to see someone floating in the ocean from a thousand feet above. So I would advise anyone who values their own safety to invest £200 in a small device that I consider to be my "life insurance" against my own cock-ups.



Rounding Zone Point at the helm of my own boat with 20 miles of voyage ahead to a new port must be my highlight from 2013. However, the second and third trips to Fowey with my wife and 2 children were also very enjoyable, but it's amazing how small a 31ft boat becomes with two

teenagers on board.

Ribbon Seal is now ashore again in Falmouth and another list for the winter jobs has been started. The charts have been brought home along with the pilot guides and I can now start planning for next season - the Isles of Scilly, Plymouth, Salcombe and Dartmouth are on the agenda - fingers crossed for another good summer.

Rob Price

**B·S·G**



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**Paul Thomas**

*We like to keep you moving*



## How old is TBOA?

Yep, we've just had our 40<sup>th</sup> anniversary but I don't mean that! I'm talking about the average age of our members; we're all getting older! Sad but true! TBOA mustn't be an "old boys club". What we need are new members ....younger ones ... to take the club on into future generations, otherwise one day, God forbid, it might expire with us all.

I believe we need to put a bit of effort into recruiting new young blood into the Association. Do you have sons, daughters, nieces or nephews who might like to join and enjoy the significant benefits that TBOA has to offer? Do you have any friends or neighbours with youngsters growing up into boat ownership? It's up to us to promote the club to the younger generation, even if it's just by word of mouth from the existing members!

I'm hoping these comments might raise awareness amongst us all, everyone can do their bit when they see an opportunity and it needs to be an ongoing thing! Please help if you can, it doesn't actually take much effort to spread the word in the right areas. And who knows one day these young people could actually make our lives easier by getting involved!!

Phil.

(Apologies to our few younger members! Are any of your mates interested in joining?)



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### A Costly Spray Hood

All the years I have owned yachts I have never had a spray hood, contemplated it but the cost, how much? I'll think about it again. After every rough trip which it normally is when returning from Fowey, Penny was below and I was getting every wave in my face or so it felt. This year at the beginning Penny said "Shall we get a spray hood it would be nice?" Maybe I said I'll look at the cost, well ok, I will order one soon.

One weekend away on 'Free Spirit' we rafted alongside a friends Bavaria 32. Drinks and snacks followed onboard their boat. Getting back aboard 'Free Spirit' she felt small. I have owned her for fourteen years and where as when I started sailing 26' was big, she felt small in comparison to modern boats. I decided to look around to see what was on the market. Yes lots of expensive yachts and lots of expensive rubbish. One big ask from Penny was a spray hood and a separate cabin to sleep in.

I then found what I thought was a bargain, a Bavaria 30 in Gillingham Kent. Photos are genuine and recent I was told so a verbal deal was struck and a seven and half hour journey followed just to view what I thought must have been a different boat, gear thrown into lockers no presentation and looked tired. It was that disappointing I did not even think of a revised lower offer. I did find out it had been bought cheap, partly tarted up and stuck back on the market. A restless night followed looking at boats near to home on the net, ah Plymouth looks good a Gibsea 28. So a 5am start made sure we were back in Plymouth at 9.45am. What a load of tat that was also. Off for a coffee at QAB as 11am approached, I needed something to lift my spirits.

Driving into QAB we saw a fin keeled yacht with the price emblazoned in big vinyl figures on the bow and a brokers board on the pulpit. Penny said "That's the one", hang on till we look inside was my reply.

The viewing took place, clean, tidy, good inventory, new sails and a new engine four years ago. An offer went in and refused as the owner had just dropped by £5k, so a deal was struck £950 under the asking price. Survey all ok, insurance ok, money paid and she was launched on August 6th, I was the proud owner of a Sea Wolf 30 'Fizgig' Name change needed? no not this time as it translates to 'Frivolous Girl or Fire Girl', well with my figure head decals on the bow she looked great it set her off really well.

I have had a great time with 'Free Spirit' as some of you will be familiar seeing her on the TBOA events and around the area. 'Fizgig' is amazing, speed, powerful rig, sea friendly and dry on deck.



So the spray hood came attached to my new yacht with more room and a separate cabin to sleep in. The few weeks we had left to the end of the season we covered more sea miles than we had done in years. So if anyone asks me do you think it's worth getting a spray hood the answer will be a definite YES.

Winter work has started on her putting my touches in place and finding out where everything goes, so far no horrors have jumped out, not that I think I will have any.

Dave Read.



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## **Keep Turning Left**

I thought a lot of you might enjoy looking at this website. It's all about a chap called Dylan Winter, who is sailing around Britain anti-clockwise, very slowly, in a small boat. He's taking advantage of every possible creek and estuary on the way. It's a fascinating story told in pictures and hundreds of video films; well worth a look, I've been following his progress for some time. He's a likeable, interesting chap; a practical hands-on middle-aged yachtsman doing it all on a very small budget. He started off in a small 18 foot Mirror Offshore called "The Slug" but later upgraded to a Hunter Minstrel called "Katie L", pictured below.

An inspiration to us all, here is the URL to his website:

[www.keepturningleft.co.uk](http://www.keepturningleft.co.uk)



If you like the films on his website, (some are also on Youtube by the way), I've made four full length DVD's from his mp4 downloads that can be watched on any ordinary telly. They're in HD with good sound quality as well. They follow his progress up the east coast, exploring the east coast rivers of Essex, Suffolk and Norfolk up to The Wash. As he is a cameraman by profession they are made to a high standard. Members are welcome to borrow them to watch, and pass them around to each other.

Contact me if you would like to borrow them!

Phil.

# The Confessional.

## "Falling in is not so very hard to do"

No, not the words of the Walker Brothers, although we all wish we could sing like that.

It's more to do with falling in the oggin than falling in love, but I suppose most of us have a love affair with the water, which is where the similarity lies if you get the drift.

Not on purpose of course, just a little incident, which occurred this year, and like falling in love is something you may not plan for or even wish for perhaps.

It was early in the season, before we got into the zone I suppose, and when we have landlubbers mode deeply ensconced through the winter months, before we've even hoisted sail. It usually takes a couple of weeks. Pete had kindly offered several cups of tea, it was a cool Saturday evening in May, and we were popping across to Paul's emporium for some curry and wine if I remember correctly.

Getting off Pete's boat was OK, getting into the dinghy was OK, and from then on it went all wrong, and the point of this little message is to remind us all that we should take nothing for granted, especially the strength of Paul's beautifully crafted flagstaff so lovingly and skilfully assembled by our Chairman and Commodore. I don't blame the flagpole; it was totally innocent in all this. It can't help it that it's not made of sterner stuff like a grab rail. Don't be too harsh on it.

It was me.

I reached up to grab a proper grab rail, missed, lashed out at the flag pole, fell backwards and "sploosh", there I was up to my neck in Mylor's best wet stuff. Heavy jacket, fully clothed and wet mobile phone. So it's goodbye to the phone.

Luckily Pete and Paul had already got aboard without breaking the wooden bits attached to the back and like a flash were asking if the flag was wet. Luckily the flag had ended up in the dinghy perfectly dry.

So there was I splashing about hanging onto the dinghy with one hand and Paul's rear end with the other. Down comes the ladder, up comes me with the help of two blokes asking if I was OK. The worst part of all was

getting my kit off and standing naked in the cockpit drying myself down. Paul kindly lent me some dry clothes to wear, and Jacqui had a second take when I walked in wearing different clothes from those I left in, and even suggested keeping them as they were better than my own. Any repercussions? Of course I was OK, but the feeling it left on all of us was that this is something which happens so easily if you are complacent in thinking for one moment that it cannot happen to you.

I was a "dunk virgin", so don't think it won't happen. It could have been a lot worse, I know, maybe I could have been alone.

Still if we didn't do silly things we would never learn, so take a tip from me and "make it easy on yourself", take great care and take nothing for granted. If you believe this can't happen to you, think again unless you want to believe that "the sun ain't gonna shine anymore".

Chris Rowe.