

‘The Boat’



**TRURO AND DISTRICT BOATING
ASSOCIATION TBOA NEWSLETTER
AUTUMN 2014**

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A Panorama of our Newham Yard in Winter.



Editorial

Once again many thanks to all the contributors of this Newsletter, material from all members is essential to its production, so articles or photos are always gratefully received, any time of year. Thanks to Steve & Demelza Todd for sharing with us their amazing cruise and experiences in the Baltic this summer and for taking time to produce such an extensive article.

I'd also like to say welcome to our new Commodore - Geoff Trebilcock, our new Chairman Paul Thomas, and Vice-Chairman Phil Allen, and our revised Social Committee with Lynn Butler as Social Secretary. Thanks of course to all the Club Officers who are continuing their roles as before, and General Committee Members, who all do such a tremendous job in running our Club and give so generously of their time to do so. This so often goes un-noticed or taken for granted.

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.

Also enclosed with the Newsletter should be the Membership Card and Programme for 2015, which is almost upon us! So Merry Christmas and Happy New Year to you all!

I hope you enjoy reading it!

Phil Coltman.

A Note from the Commodore.

As many of you will be aware I was asked by the Committee to take over as your Commodore following Keith Harris's resignation.

Keith will be a hard act to follow and I have every hope that he will continue to play an active role in the Club. Most of us have benefited from his seemingly boundless energy. When I needed a backing plate for a self steering gear, Keith found the perfect bit the next day, and made teak mounting blocks as well! Every lay up, I use a board to keep me off the quayside that Keith had made for himself and then gave away, being quite content to make another one. His talks in the winter have enthralled us as we marvelled at the range and depth of his knowledge to say nothing of his considerable artistic skills. Keith - a big thank you from us all.

In taking on this role I have had to relinquish my seat on the Committee and while I shall still attend meetings, I will no longer have a vote! I do however hope that I can be more than a figurehead and would like to repeat my comments at the AGM, that I will always be available to all our members to help if there are any issues or concerns that you may have and wish to raise in confidence. With my local Maritime background I remain passionate about keeping our estuary open to all people living locally, regardless of income and am very keen to ensure that the Clubs original objectives are upheld now and in the future.

2014 was by far the best weather we have seen for many a year and I hope you all were able to make the most of it. The Pendennis Cup and Tall Ships Race brought two very different aspects of our sport to home waters and were enjoyed by vast numbers of yotties and landsmen alike.

It was decided at the recent AGM to change and update the Clubs constitution. This has been brought about by the need to comply with HMRC rules to enable us to become a Community Amateur Sports Club (CASP) which we need to do to ensure a Mandatory 80% discount on the Business Rates we incur at Newham. At present the discretionary 75% discount we receive is about to be withdrawn by the Council and the implications of having to pay an extra £4000 in rates are clearly not acceptable.

We have to be seen to be open to all and the Revenue will not accept a name implying that you have to own a boat to belong! We all know that we are not at all elitist, but to comply we have sadly had to alter the Clubs name. We have become Truro Boating Association (TBOA) with the same Pennant/Logo as before. All future communications and legal stuff will therefore exclude the word "Owners", but let us be quite clear, most of us will, I suspect, still refer to "Truro Boat Owners" and why not?!

The Countries Economic situation is not, I fear, going to improve for some while and our Landlord - Cornwall Council is under increasing pressure to reduce expenditure while increasing its revenue . We have secured a fair agreement for the Lease at Newham for 12 years and as I write, we seem close to a similar situation with the Fundus at Mylor. This will hopefully go a long way to ensuring that our membership continues to enjoy affordable water access. Long may this continue.

For a small Sailing Club we have much to be proud of. The facilities we offer our Members are unique in the West country and incredible value. Within our Membership there is an amazing wealth of practical skills and advice for the asking.. There are encouraging signs of younger members - we still need more as they are our future.

I wish everyone fair winds and sunshine in 2015.

Geoff Trebilcock

A Note from the Chairman.

What is brilliant about TBOA is its eclectic mix of sailors and their boats; I suppose we must include those with stink boats! *(Editors note – Paul's only joking!!)*

Some of us are able, with no time constraints to sail far and wide, while others are content with more humble less ambitious plans. Yet both groups are united in one desire to enjoy our beautiful world or more immediately the rivers and estuaries of our own Cornwall.

As an officer of this club, as Chairman (albeit by default), it has been a privilege to be part of, and witness, some of the hard work that goes into running our Club. This year has been no exception, in fact it has been an especially busy one for our teams with the demands of fighting beaucracy for the mooring fundus and the yard for example, and getting the best deal for us. Without this team effort our costs would spiral up appreciably, so I would like to thank the teams involved with this, particularly Dave Purser, Phil Allen, Chris Rowe, Geoff Trebilcock and Steve Foot.

Paul Thomas.



The Social Scene.

Social Report.

If this summer's weather was the result of global warming then I'm all for it! For once we were, for the most part, able to say that at the end of our working week we could enjoy good weather, instead of just using our boats to shelter from the wind and rain. On the downside the hard working Social Committee poled some of the poorest turn-outs I can remember. Can't have it both ways I suppose.

On the up-side the shakedown cruise proved popular, with 44 seated for a lovely meal at the "Ferryboaters". And although there was again poor attendance on the boat trip and the visit to the RNLI Station we did manage to raise £140 over both nights for the RNLI and a sum of money was raised for charity on the boat trip. We also raised £140 at the AGM through donations and sales, which resulted in a very appreciative letter from the RNLI. (Printed below)

As Social Secretary I'd again like to thank John & Lynn Butler and Vanessa Boucher for all their hard work. I know it's tough putting together a calendar of events that could appeal to everyone. So for summer 2015 we've scheduled less sailing events to see if that works, the number of winter events won't change.

Lynn Butler has bravely taken over the mantle of Social Secretary for next year, the sub-committee won't change. I'll still be there, Vanessa will still keep us all informed of any last minute trips or reminders. Lynn's husband John is also volunteering to stay on and help.

As a parting shot over the bows of your TBOA I would like to add that if you don't use it you'll lose it! Please support your very active Social Committee.

Have a brilliant 2015.

Paul.

The Boxing Day Walk.

This is again at Trelissick with a 10:30am start. We promise to think of a new one for 2015.

Social Committee.

T.B.O.A. Social Committee Outing 16TH June 2014.

Historic River Trip exploring the Creeks & Estuaries of the Fal.

On a beautiful sunny evening in June the Social Committee organised a boat trip on the River Fal exploring the creeks and estuaries. Free parking was permitted at the Falmouth Park & Ride Car Park, where we boarded one of the Enterprise Boats. We set off heading for Flushing, with commentary on the history of the river given by Alan Cox and his wife Ann. The first place we passed was Mylor Harbour where there is a beautiful old Norman Church at the water's edge. The churchyard is full of Yew trees, the oldest of which is said to be 900 years and they overhang many tombstones of shipwrecked sailors and smugglers. The Churchyard possesses the largest Cornish cross in existence; it measures over 17ft high, about 9ft being in the ground. The massive cross was discovered buried head downwards, acting as a buttress to support the wall for some centuries, on the spot where, tradition says; St. Meliosus was slain and buried A.D.411.

We continued up the creek towards Mylor Village where we could see some of the beautiful waterside properties, and then on our return down the river we motored past our own moorings up to Restronguet Creek and the Pandora Inn, well renowned for its glorious sea food and the ability to moor up and enjoy a drink or two or three!! We were Interested to know that The Carrick Roads is the name given to a section of the River Fal which forms a large waterway that was created at the end of the last Ice Age when sea levels rose dramatically and created a huge natural harbour, the 3rd largest natural harbour in the world.

Alan informed us that the origin and meaning of the name of the river are unknown, but the earliest occurrences on the name are documented as far back as 1049. Falmouth was a town which was named Smithwick until the 17th Century and is named after the River Fal which in Cornish may refer to a Prince or on the other hand more likely a spade or shovel but who really knows?

We proceeded to Pill Creek and went as far as we could then a quick three point turn saw us coming back down again and passing Trellissick Gardens onto the King Harry Ferry. This well known ferry has been running since 1888 from Feock to Philleigh and represents one of only five vehicular chain ferries in the whole of England. Further on up the river we could see where the large container ships are mothballed due to reduced global trade; we were informed that the ships always keep a skeleton crew on board for maintenance.

Keeping Roundwood Quay to our Port side (the site of a Roman encampment, later a shipyard and one of the places known to have been connected with a shipment of copper and tin from the mining district of Redruth), we entered Cowlands Creek (meaning Low Lands), on whose bank nestles the village of Coombe, which is noted for Kea plums in summer and oysters in the Winter. We proceeded as far as we could and just before we rounded the last bend the Skipper sounded his horn and in the distance we could hear a bell ringing.

This was the sign to say that a gentlemen who lives on the foreshore was at home, then the Skipper manoeuvred his boat so close to his property, that one of the crew

was able to hand him a pasty over the foredeck. The pasty was gratefully received but we left sharpish as little did he know we had eaten all the meat ones and he was left with a VEGI PASTY!!!!!!!!!!

On leaving Cowlands Creek we continued up the river as far as time would allow us. We then returned back down the river passing Tolverne that was noted in olden days for smuggling. One smuggler fought an excise officer on the beach and escaped; another, a Tom Long, was hanged at the cross roads as a warning. They say his ghost still haunts the shore by night! The cottage on the point and a rock nearby, known to this day as "Toms Rock" are his favourite hide outs. Some people say they here queer noises here at night when the Phantom Ship glides down the stream!

Next we headed for St. Just Creek, manoeuvring passed the moorings, the Skipper decided we had just enough water



to get us into St. Just Pool to have a waterside view of the ancient church. The skipper didn't have a lot of room to turn around without touching the bottom! I am sure most of us would have thought twice about bringing a tender here let alone a passenger vessel.

St. Just in Roseland Church is probably Cornwall's most photographed church, and is arguably one of its most beautiful; a 13th Century Church built right beside the water on a tidal creek. Legend has it that Joseph of Arimathaea brought the boy Jesus to Cornwall, and that he landed at St Just in Roseland.

The Church is on the site of a 5th Century Celtic Chapel, the churchyard slopes steeply upwards behind the church and is worthy of your time to come and look. The many tropical plants and the combination of the church on the water's edge and the wonderful flowers and shrubs in the churchyard itself are what give the church its uniqueness. The path that you follow from the road is lined with granite blocks which are carved with quotations and verses taken from the Bible.

On our return to Falmouth we held a raffle with the proceeds going to The Children's Hospice (South West).

Everyone enjoyed their pasty supper some had the chance of coming back for seconds!!

Another good evening had by all.

Social Committee



Royal National Lifeboat Institution

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Chairman: Admiral Sir Jock Slater CCB, DVO DL

From:

Truro and District Branch

**Holly Cottage
Forth Coth
Carnon Downs
TRURO
TR3 6JY**

17 November 2014

**Paul Thomas Esq
Chairman
Truro Boat Owners' Association
34 Mount Ambrose
REDRUTH
TR15 1RA.**

Dear *Paul*

On behalf of the RNLI and particularly the Truro and District Branch I would like to express our thanks to you for the invitation to attend your Annual General Meeting on the 7th of this month to sell RNLI Souvenirs and Christmas Cards.

I am pleased to tell you we raised in excess of £110.00, and with your Association's very generous donation of £100.00, the monies will make a difference to our Lifeboat and Crew needs. We are, as you know, dependent on donations and fundraising in Branches to keep our Lifeboats afloat and your contribution is very much appreciated.

Pauline (our Chairman) and I were also very grateful for our supper!!

My thanks once again,

Yours sincerely

Marion Thomas
MARION THOMAS

Hon. Secretary.



Train one, save many



Harbour Revision Order Consultation

Truro & District Boating Association - TBOA

Our association was formed in 1973 following public concern over development of the upper reaches of the Truro River, and whilst our primary aim is to promote and facilitate the sport of boating and yachting in the Fal Estuary we also retain the aim of safeguarding the conservation of the Fal River systems, their tributaries, creeks, foreshore and estuary at large.

Having this background the Association has always taken a very active role within the Harbour Forum and its predecessor. We understand that yet again we are in a period of potential change following structural reorganisation of the local harbours and other financial considerations, and whilst we will comment at the appropriate time on any detailed proposals which may come from the harbour review, the following comments of a more general nature are provided in advance.

The Association believes strongly in safeguarding and conserving the unique nature of the Fal Estuary and whilst we would not agree with fixing all in aspic, we value its mix of environmental, leisure and economic qualities and will remain steadfast advocates for their sustainable future, chiefly under the following headings:

1. **Assuring access to the waters of the Fal for boating and yachting, made affordable for the widest range of local residents:** The use of the Estuary for local pleasure boating has a very long and illustrious history as testified by the list of local regattas held since the early 1800s. Local gigs, row-boats and small yachts featured in the account of Truro Royal Regatta visited by Queen Victoria and Prince Albert in Sept 1846. Together with other boating and sailing organisations within the harbour, TBOA is dedicated to ensuring that the spirit of these and other traditions of the harbour carry forward. In particular we believe that the cost of access to the water must remain consistent with the means of local residents and to this end the association provides members a not for profit, self help cooperative system in which the effort of the whole membership allows the laying and lifting of moorings together with winter storage to be achieved at cost. Details of the work undertaken by members and the costing of moorings in relation to other private and commercial systems in the Estuary, has been provided to the Council within our recent correspondence over the TBOA fundus lease.

The Association is opposed to increases in fees for these or other activities which cannot be justified by normal inflationary pressures or improved service which our members specifically wish to receive. We do not expect the costs we incur for enjoying our traditional leisure activity be increased in order to subsidise other areas of budget within Harbour or other Council finances.

Our Association has noted changes in the boating economy over recent years, in particular that our membership ages are increasing and our waiting lists shortening. This trend is also true of other organisations within the estuary. Whilst our objective is to facilitate more people taking advantage of boating and yachting on the Fal we are clearly encountering some headwind on this at present. It is likely that this is partly due to the current economic climate which has caused lower disposable income and less leisure time. Whilst this may be a cyclical event there is no doubt that it is

currently deeply entrenched and may last some time.

Alternatively we have noted the significant increase in canoeing and kayaking in recent years, this represents a new affordable way to access the water which, although currently outside the scope of the Association, we recognise and support.

2. **Safeguarding and enhancing the special landscape value of the Fal together with its marine ecosystem:** We believe that the estuary is currently well protected by national and locally designated sites and habitats which are adequately administered under planning and environmental legislation. We believe that this is important to our local economy and would not wish to see development put this at risk, however we do recognise the restricted nature of physical access to the water and welcome initiatives both to safeguard and improve access. Recently certain proposals relating to Marine Conservation Zones have suggested restrictions might be put on some activities in certain areas of the Estuary. Whilst restrictions might always represent a frustration to our members and potential additional barrier to free boating enjoyment, any further proposals will be assessed on their merits in light of the evidence of detriment and environmental improvement. We would not expect these issues to create additional cost to the harbour or boaters.
3. **Promotion of the Ports of the Fal Estuary in order to assure sustainable economic infrastructure:** The Ports of Truro and Penryn have always been subject to the cyclical trends of world shipping and the constraints of the local economy and transport infrastructure. Our Association has noted the major infrastructure requirements of asset management within the ports and wish to encourage long term capital planning which allows revenue from good periods to assist the periods of downturn. We would not wish to see assets diverted from the Ports into other areas, to the detriment of their long term sustainability.
4. **Promotion of sustainable fisheries within the Fal Estuary:** The fisheries of the estuary represent a very important element of our community and heritage. The health of this industry both economically and environmentally is very close to the hearts of members and we wish to encourage all reasonable initiatives to safeguard and enhance the Fal fisheries. We again see this activity as contributing to the sustainability of the Estuary, both economically and environmentally and would expect their regulation to be self supporting financially.

Phil Allen



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Day sailing the Baltic from Germany to Finland

by Steve Todd

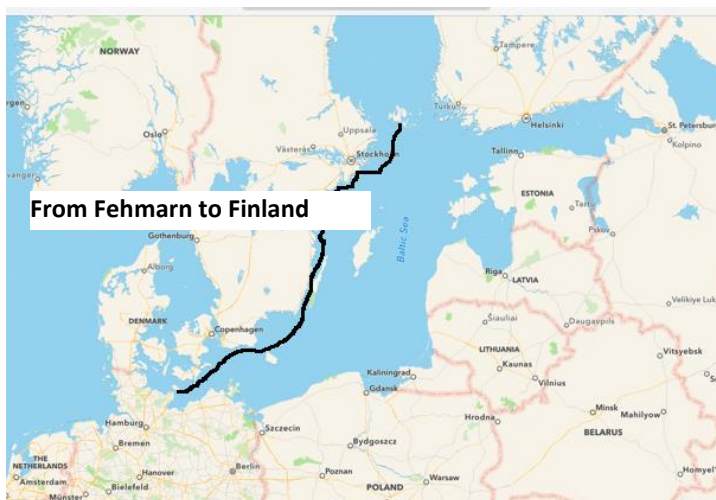
Summer 2014



Seaspray
Moody 36
Length 36'8"
Beam 12'6"
Engine Volvo 40 hp



Steve and Demelza



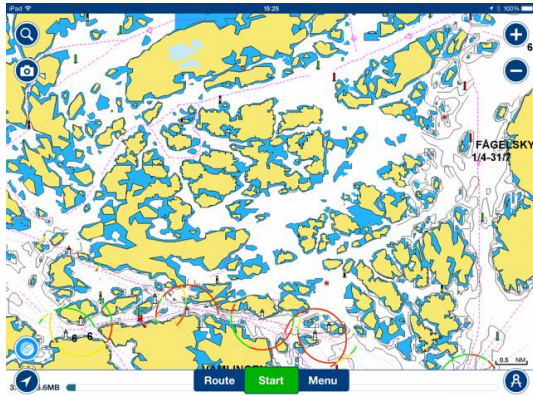
The Route

The plan was to sail from Fehmarn an island in the German part of the Baltic via Denmark's eastern islands to Sweden. Then to weave up the east coast of Sweden to Finland which lies roughly east of north and some 500 nautical miles away. We would visit Stockholm along the way and enjoy a few days

sightseeing. The final destination would be the southwest tip of the Finish mainland, which would be reached via the Aland Islands.

Getting to Finland looks straight forward on a planning chart seemingly just a succession of hops up the coast from port to port marina to marina until you get there. And so it proved to be, mostly easy, however its tricky avoiding the Islands, rocks and islets that stretch at distances of between 10 to 40 miles from the coast. These offshore hazards get more concentrated the further north you go.

Charts



A small part of the archipelago

Examining a detailed-scale chart of the Stockholm archipelago, which has some 30,000 islands and islets, seems somewhat daunting. When looking at the random proliferation of islands and rocks on the map we were reminded of looking down at our kitchen floor after I had stretched too far and spilled an entire packet of cornflakes across the blue lino.

Helpfully our chart had a network of thread like passages through the islands as suggested routes to the main places. Atop many islands and rocks you see

summerhouses perched incongruously often next to a solitary tree or lighthouse or navigation marker.

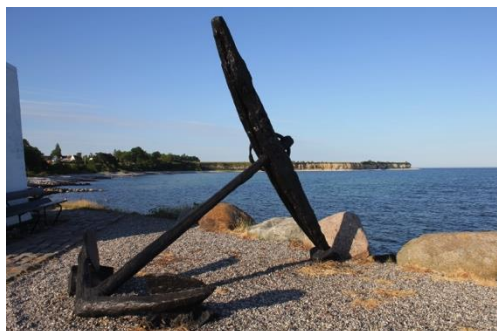
Departure delayed due to technical issues!

Seaspray had spent the winter tucked up in a shed, and would take about a week to be made ready for the trip – or so we thought. Sadly that time frame proved not to be feasible.

What I thought was a slight throttle adjustment problem turned into a two and a half week departure delay. On diagnosing a major gearbox fault our German engineer's advice was "Perhaps it will be ok. - It may last the season" however this mute reassurance was not good enough for Demelza – "You can forget about taking me unless it's fixed!!" So we waited for the fitting of a replacement second hand gearbox and sail drive.

Having 'driven' the new gearbox, during a day's shake down sail we were joined by our pals Jon and Wendy Neighbour and set sail to the north. Fortunately I had been able to replace the choker valve on our Jabsco heads, which were backing up with waste - Demelza had not been keen on the 'bucket and chuck it' alternative.

The Scandinavian yachting season starts late and finishes early. When we finally departed Germany in late May the locals had hardly thought about launching their boats, as evidenced by oodles of vacant space in the reasonably priced and well equipped marinas. Returning through some of those same marinas in July they were packed to the gills with yachties. By the beginning of September the season is all but over when many marinas close for the long winter



Off at last

Having stopped at some attractive harbours in Denmark we crossed to Sweden an easy 30 miles. Gislov Läge is a small man made port noted in the pilot book for it's sandy beaches and not so attractive pong of rotting seaweed. We dined using the barbeque and picnic bench provided. The weather continued balmy so we enjoyed many BBQ's and alfresco dining with Jon and Wendy over the next few days.



It took us well over half an hour to find and rig the cruising chute, which was buried, in the bottom of a locker. Flying it was only possible for 20 minutes before the wind died to a zephyr, oh how typical and so we motored to the north. For the next few days we continued our marina hopping on a motor sailing basis in the calm warm weather conditions.

After an enjoyable 10 days Jon and Wendy departed from Simrishamn by train for Malmö airport and home.

Language is no barrier to communication in the Baltic

You see all sorts of nautical sights and meet all kinds of interesting folk when cruising foreign shores and this is especially true in the Baltic. The great advantage of the Baltic is that seemingly about 99% of the population talks English better than I do. Annoyingly some times you don't even have to speak before you are classified as a Brit. Scanning the shelves in a bakery for a wheat free loaf I was greeted in English,

how do they know? It's still a mystery – maybe my union jack shorts are a give away. Some larger marinas employ students all of whom seem keen to practice their English and also enthusiastically trot down the pontoon to take your mooring lines – very helpful and friendly.



Kalmar

On every cruising yachters route going north to Stockholm and beyond lies the ancient city of Kalmar. On the Swedish mainland Kalmar is a historic port with a 'must see' fortified castle standing sentinel overlooking a channel that narrows to 2 miles wide separating it from the island of Öland. Being 95 miles long and rather stringy Öland affords the mainland some

shelter from easterly winds, but look out in southerlies or northerlies. Kalmar's sheltered marina nestles right in the centre of the city and the required mooring is bow to the quay using a stern buoy which you are required to catch with a hook on the way in.

The Octogenarians

It was here in Kalmar we first met George and Goren – both spritely octogenarians aged 82 and 84. They had just purchased a 27 foot yacht in Malmo in the south west of Sweden and were delivering it to their homeport of Stockholm a distance of some



350 nautical miles. Both were strolling along the pontoon having an ice cream and stopped to enquire about the details of our trip. Subsequently we met both these gents at various ports on our way to Stockholm and received useful advice on the best way to weave our way through the archipelago.

They had perfect English and we enjoyed a boozy night or two sharing our dwindling supply of whisky. A few days after our first meeting and somewhat further up the coast at the port of Nyashamn, Goren appeared wearing a head bandage. This was necessary following an injury sustained when their yacht hit a rock at 5 knots in the archipelago. "It was not completely my fault" explained George " But the bloody mobile caused it. I was texting my son in California and lost concentration for only a few seconds and we veered slightly from the fairway" I asked what damage was sustained by their yacht and George said "no problem we slowly slid off the rock with a bit of astern and had no leaks"

Vikings



The Scandinavians are a hardy lot and proud of their Viking heritage. At Ystad (yes Wallander) we were met with a most wonderful sight. The Danish longship "**Savingsten fra Glendalough**" or "The Sea Stallion from Glendalough" was tied up in the marina. She is a 100 ft long replica Viking longship the original built in 1042 near Dublin – hence the name.

She is owned by a sailing trust and crewed by 60 hardy, hairy Danes who live the “Viking life” whilst aboard. There is no engine so power is by sails and oars.



Guests arrive enthusiastic for a 2 week ‘experience’ – for many crew this adventure can wear thin after a few days. The major issues being the lack of sleep, hot food and drink whilst at sea under passage. The crew lives under the sun and stars, appreciating the elements.



Of the 60 aboard there are 20 volunteer experienced crew and 40 paying and working passengers. There is ‘bucket and chuck it’ toilet (no compartment), and a life style to replicate Viking times as closely as possible. (excluding plunder and pillage) On passage there are no bunks, hammocks or sleeping bags you lie on the boats bottom boards, but you do have the comfort of a woollen blanket (we saw them drying). When in port the luxury of tepee tents is afforded.

Stockholm and the warship Vasa

It is a detour to get into Sweden’s capital but well worth it. Spread between about 9 islands closely linked by a maze of bridges it is an interesting place to visit and is well supplied with marinas.

Here the archipelago widens from Stockholm to 37 miles from east to west. The navigator and I debated which of the 7 pilot recommended routes to take in through the archipelago. We opted for a narrow one avoiding the busy main ships seaway and we motored through narrow and picturesque channels to meet the main waterway. Stopping some 6 miles short of Stockholm at Saltsjobaden for the night at the King’s Yacht Club – recommended by George – where we were greeted by two attractive “haven masters” who took our lines.



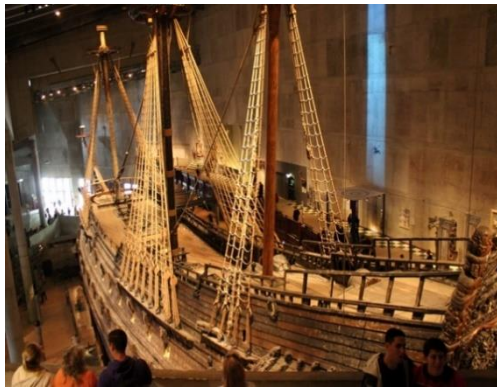


Stockholm

Arriving in Stockholm with a thirst we quickly made our way to the nearest bar.

As with all capitals drinks are eye wateringly expensive a glass of wine £7, a beer £8 – so it's an expensive job getting merry!

The **Vasa Museum** was the highlight of my cruise in terms of wow factor. It houses the only almost fully intact 17th century ship that has ever been salvaged, the 64-gun warship *Vasa* that sank on her maiden voyage in 1628.



Vasa was designed as one of the most powerfully armed vessels in the world. However she was dangerously unstable, due to too much weight in the upper structure of the hull. Despite this lack of stability she was ordered to sea and sunk after a distance of just over half a mile and only a few minutes after encountering a first wind stronger than a breeze. The loss of life was believed to be about 30 souls many of whose remains along with incredibly well preserved artefacts were recovered and are on display.

Final destination Mariehamn capital of the Aland Islands part of Finland

We weaved our way out of Stockholm motoring through the outer archipelago tying up in the afternoon on a remote and attractive island called Graddo, The following day we made the 50 mile crossing to the Aland Islands in SW force 4 winds. We had probably the best sail of the holiday arriving at yet another archipelago – the Finish one this time.



Dodging the constant stream of ferries bound for Mariehamn ferry port we made for the marina. There are narrow passages through the multiple islets, so you need all your wits about you on the approaches joining the main fairway. Entering the port I received a 5 long siren blasts from a massive ferry – “Get out the way”!! I had helpfully taken Seaspray to a wider part of

the fairway to gill about as the ferry overtook. Unfortunately this was in the ferry’s tight turning spot. OMG, but skittered to a safer spot closer to the rocks, and safety.

Close to the marina there is a fantastic museum aboard ‘Pommern’. Built on the Clyde in 1903 she has 4 masts, and is a 312 feet long vessel and with a crew of 26 she plied the grain routes. Finishing up in the famous Erikson fleet, this windjammer sailed with a cargo of over 4000 tonnes of grain on the Australia to Britain route for many years.



The Aland Islands stretch to the east into another archipelago string of islands to the



Finish mainland. The capital Mariehamn seemed a bleak place with a modern town centre full of 1960’s architecture. The marina in contrast was luxurious offering all you needed including a sauna – bathing costumes and all clothing definitely banned. Exploring the town and harbour on foot was easy in a day.

Time to go home?

We had travelled over 550 sea miles during the past 8 weeks to get to the tip of Finland. With commitments back home in early August and with big winds forecast for the next week we decided to turn back south. Another good sail across open waters enabled us to re-join the shelter of Swedish off shore islands archipelago once more.



Heading south we stopped at a few different islands, but mostly retraced our route and completed a 1150 nautical miles round trip by the time we returned to Germany. There were many adventures along the way.....but that is another story.

Steve Todd

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Post Card From Scilly.

“Wish you Were Here” – a sentiment so often used by holiday makers visiting far off lands, ‘bare-footin’ it along silver sandy beaches, washed by sparkling seas and surrounded by history and legend in abundance. Sound familiar? Yet you don’t have

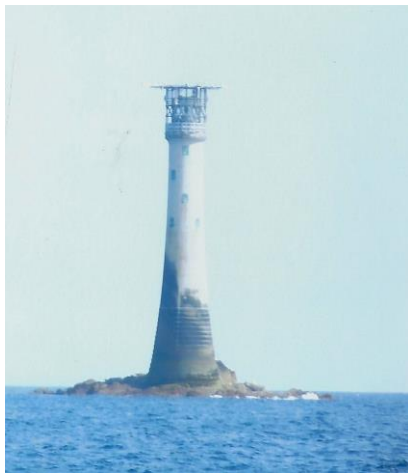


to travel hundreds or thousands of miles to experience it. Sixty-odd miles from Falmouth, a mere 25 miles off Lands End, brings you to the “Scillies”, though islanders dislike the expression it is nonetheless a good collective for the group of islands which are all different in style and texture.

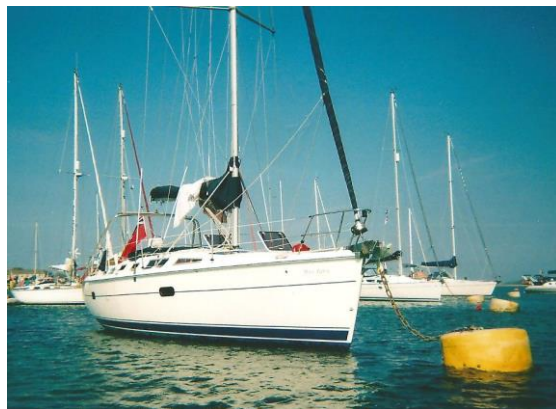
Visited by yachts from many countries – French, German, Dutch, Irish, Welsh, and even a

few from Cornwall, make the trip to these magical isles.

I’ve made six trips to the Scillies, four in our boat “Miss Patsy” and two in “Essex Breeze”, each time I’ve been blessed with settled weather – “Simples” leave the Helford 4:00am – ish with a nice hot brew in one hand and a slice of toast in the other, and the ship on autopilot heading – Q(3) Light of the Manacles Buoy, second heading Black Head, then the Lizard Point, by which time dawn has broken and time to hoist sail – wind willing – heading out across to Mounts Bay, passing Wolf Rock on your



starboard side. Should be about 11 o’clock by now, hopefully you need to be making 5 – 6 knots over the ground to make the islands by about 1:30 – 2pm. I usually make St. Marys harbour my first port of call as it’s more convenient to just pick up a mooring, secure ship, stow gear, put the kettle on and while waiting for the whistle to blow, dive-in for a refreshing swim after the early start and long day.



I say “Simples” but you should always modify or change your plans whilst keeping a weather eye open for any changes that might affect your trip or determine where you stay once you get there, as the islands can be unforgiving in unsettled weather.

The first job is to launch the dinghy and attach the outboard for the morning's run ashore. I always look forward to this part of the trip as I head up out of town to the café on the beach in Old Town, where I share a Full English with some of the



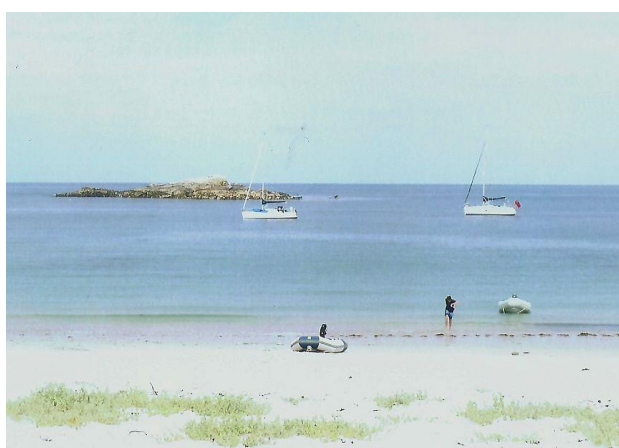
sparrows that steal from your plate. Over breakfast check out the "West Country Pilot" for places to visit, it's great for tips on where to stay, or not, depending on the wind direction. I've visited five anchorages on my trips to the islands, St. Marys, Porth Cressa, The Cove, New Grimsby and St. Martin's Bay (Eastern side of the Island). My favourite place to stay so far has been The

Cove between St. Agnes and Gugh, possibly because of the crystal clear waters and generally good holding on anchor. It's also got a good pub for an evening meal.



Even in this lovely cove one should keep an eye on the wind, vacating with anything blowing with some southerly in it.

My final anchorage saw me drop the hook in St. Martin's Bay. The approach was a little disconcerting, to say the least, but once inside "The Guardian" of rocks it was worth it, with the only other yacht just departing, and "Gazelle" and crew just rounding St. Martin's Head, to join up for a day on the beach and an evening meal in the newly refurbished Seven Stones Pub.



Back on board it was time to stow everything securely for a 6:00am start for home. When I left St. Martin's in the early hours, perhaps

through nervousness or with a little apprehension, I steered a course that took me too deep into Mount's Bay. That mistake cost me dear. On reaching The Lizard the foul tide cut my speed in half, consequently I didn't pick up my mooring until about 4:00pm, I'd been motoring for ten hours and I was a little tired!

Some of my non-sailing friends and family often remark that the trips back and forth must seem a little boring after a while? Not a bit of it. Hourly updates from GPS to

chart or bearings to chart, cups of tea and lunch, the sightings of dolphins, sunfish, a few ships and even a stray leatherback all make the time pass quickly, sometimes too quickly!

When the weather is set fair there's no more magical place to visit – all in all it was quite a little adventure.

Wish You'd Been There.

Paul.

Commodores Question & Answer

Question:- South East of the Isle of White and travelling North, I recently spotted the following - fortunately before it became really dark.

A vessel going down channel (East -West) displaying one dim red light 3 vertical white lights with a further white light above and to the right of the three lights. What was it? and what should I have been concerned about?

Answer:- In fact the vessel was so brightly lit that the red light was invisible. There were also two very bright searchlights shining astern which, with deck lights etc. made the vessel look more like a Christmas tree than a motor boat! As she passed ahead she should have had a white and yellow stern light - and may well have done but with the search lights these were not identifiable. Luckily at twilight I could see a bit of background and the shape of her and her invisible companion..

She was a tug. The three vertical lights indicating a tow of over 200 metres (that's the length from the stern of tug to stern of tow).

Unfortunately the towed vessel - a very large de-commissioned Warship was unlit save for a glow-worm on its transom! I have heard of this situation once before but never seen it.

My understanding is that the towed vessel should have displayed a red light, but if de-commissioned presumably all power was shut down.

I would guess she was between a quarter and a third of a mile behind the tug and as it was reasonably calm, I could see an occasional white line as the hawser pulled up above the water mid way.

How easy it would have been to cross behind the tug in the belief that we had cleared the (fishing?) boat only to meet the hawser or a very large pile of scrap iron! Whoops!




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A French Waterway and a Delightful Port.

I ended up sailing over to West Brittany again this summer. I had intended to go to Ireland but when I was ready to go the forecasters were talking north westerlies, so I headed south instead, thinking it would be an easier ride and that it might be warmer and sunnier. I was single-handed.

It was June and as it turned out the north westerlies soon became north easterlies and they blew quite hard over NW France due to the isobars from the high pressure system over the UK being squashed up by a low pressure further down south. It blew and blew NE 5's and 6's, mostly 6's, so I went up the river! By that I mean I entered the Rade-de-Brest and after spending a windy night anchored in L'Auberlach on the NE shore I went up the River L'Aulne, under the new and impressive suspension bridge to the first lock at Guily Glas. Once through the single lock, operated by a friendly "Monsieur Eclusier", I went along to a delightful village called Port Launay.



The Rade-de-Brest is a huge expanse of inland water and the L'Aulne is quite long as well. It actually takes most of the day at a steady speed to get from the seaward side of the Goulet-de-Brest up to the lock at Guily Glas. I had intended to make my destination the market town of Chateaulin which is as far as yachts can go with their masts up but as I went past Port Launay, which is about a mile upstream from the lock, I thought it looked so pretty and peaceful that I stopped there. There was plenty of

space on the quays and coming alongside was a doddle.



What a fabulous place! I would recommend any yachtsman visiting this part of Brittany to make the effort and visit. It is quite a trek, as I say, but well worth it. It's completely sheltered with deep water moorings, although you need to come up the river to the lock on a rising tide, but once through the lock it's non-tidal. It's very very pretty with old stone quays and grass verges with shrubs and flowers. There are water and electricity points hidden in the bushes, and large rubbish bins behind. There is a boulangerie by the quays for fresh baguettes and croissants in the morning, there is a bar and tabac with free wi-fi and a friendly landlady who also keeps the keys for the

shower block which costs two euros. Also well worthy of note is that there are **NO MOORING CHARGES** for visiting yachts!! This has to be rural France at it's best!! (UK harbourmasters - look and learn!!)

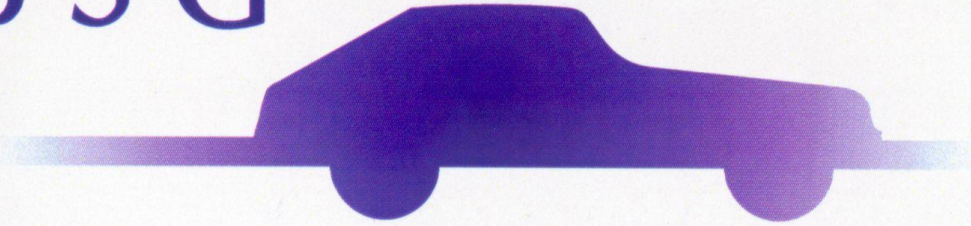


There are no food shops or supermarkets at Port Launay, but no problem. Chateaulin has a massive Leclerc hyper-market right by the edge of the river. It's about a mile from Port Launay along the towpath which is a very pleasant walk, or if you need a lot of supplies and you have a dinghy and outboard it's about 10 minutes – a nice way to do the shopping! Chateaulin also has numerous bars and restaurants if you feel the need and also a good market a couple of days a week. Chateaulin has lots of charm too, with quays for visitors and a small pontoon, but there is the traffic noise and hubbub of a town, so I preferred the peace and tranquillity of Port Launay and stayed there almost a week – fantastic!!

Eventually when the winds outside started to subside I headed for home, but that's another story. For those that haven't been up there before I just wanted to tell you what a lovely trip it is.

Phil.

B·S·G



Bond Street • Redruth • 01209 211306

Paul Thomas

We like to keep you moving

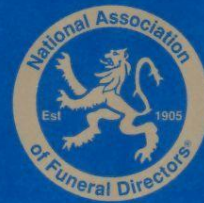
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The Winning Picture – Photo Competition 2014 AGM.



Thank you to Dr. Charles Sellick for this picture of the Tresillian River.

Taken heading back from The Wheel Inn at sunset.

Well done Charles!