

2008 - A DIFFICULT YEAR
BUT WE STILL HAD FUN



2008 - A Difficult Year

(or Odds and Ends)

Chapter 1 - The Year in Brief

Chapter 2 - A Short Cruise to the Channel Islands

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CHAPTER 1

THE YEAR IN BRIEF

(A look at some of our non-sailing activity)



2008 - The Year in Brief

It felt like a dreadful year! It started badly with the threat of flooding at Marchwood, and it did not improve much after that.

We failed to get to France twice; the weather was unsettled when Iain, Clare and family visited the UK from New Zealand; and when we finally got away on a cruise after another weather delay we suffered numerous minor gear failures and several periods of strong winds.

But then we looked at the pictures! They were stunning! Perhaps it was not such a bad year after all!



Top: On 10th March 2008, a surge tide was predicted at Southampton due to strong winds from the West and South West coupled with very low pressure. The tide made 1 metre over the tidal prediction, and the members of Marchwood YC built temporary defences that held the water at bay - but only just.

Centre: Ariadne anchored off East head at Chichester. It blew so hard we could not use the sailing dinghy there. Inset: Graham, Harry and Alice on passage.

Bottom: Mariquita was one of the beautiful old vessels we saw racing in the Pendennis Cup in Falmouth



Christopher

Visit to Nottingham

Before the season really got going we enjoyed a short visit to Nottingham. The energy and enthusiasm of Christopher and Kendra were both infectious and exhausting. The walk round the park was more relaxing



Kendra



Dairne and Neil



Neil under attack
from Christopher
and Kendra



Cotswolds

Even more relaxing was our visit to the Cotswolds to stay with Peter and Maureen Shaw. They are wonderful hosts.





All the villages and churches look as though they were taken straight off the top of a box of chocolates





The Roman villa at Chegworth is hidden up a quiet valley. Well worth the visit!





There was plenty of wildlife on view

Woodland walks too.





Snow!

Shortly after the visit to the Cotswolds we were surprised to have a fall of snow at home. Snow has become quite rare in the south of England in recent years



The spring flowers were already out and collected the snow to produce some quite surprising pictures



Highwater, Betty's house in Chilworth, was delicately dusted with snow to produce some fascinating patterns





In the early part of the year one of the major maritime events was the visit to Southampton of all three Queen's. In the panoramic (top of page) we can see Queen Mary 2 passing Queen Victoria as she leaves Southampton, having turned in the upper swinging round to make a deferential pass of Queen Elizabeth 2. Never again will all three ships be together and this is the final year that we shall see Queen Elizabeth 2 before she retires.



Three Queen's



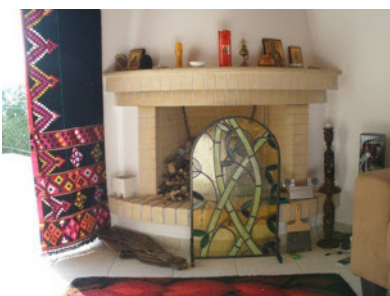
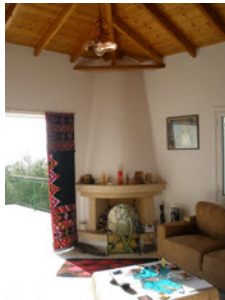
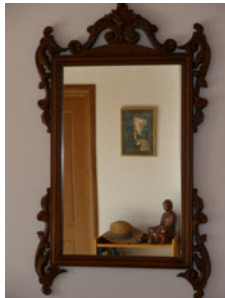
Above
Top: *Queen Elizabeth 2*
Middle: *Queen Mary 2*
Bottom: *Queen Victoria*

Right: *Queen Elizabeth 2* departing



Greece

After we got back from our main summer cruise, Dairne went to Greece to see Penny and Greg's new house there. They seem to enjoy quite a lot of Mediterranean living.

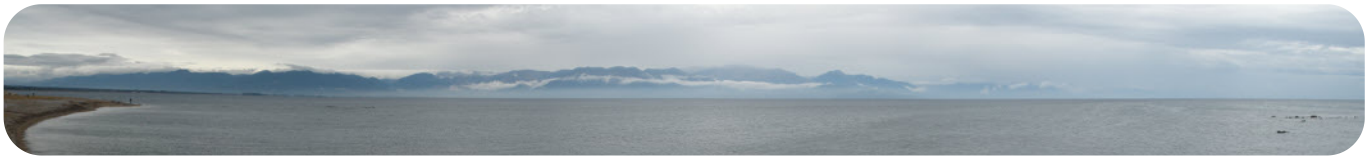


The house

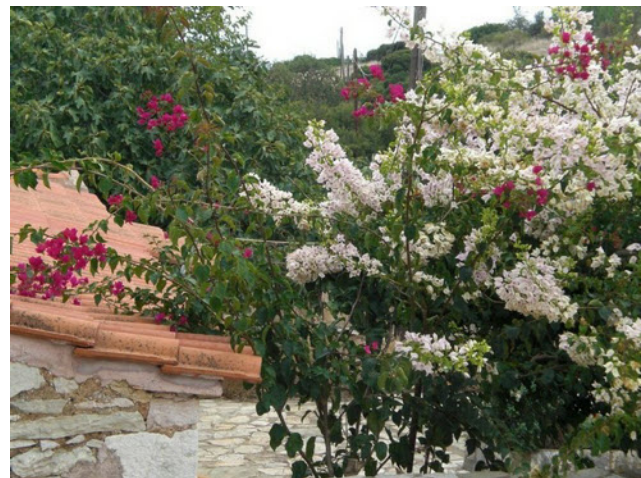


View from the terrace to Koroni





Koroni



Ayios Andreas





The Monastery





Finikounda



Corinth Canal



Zagga Beach





Ayios Andreas





Tail of the season

Believe it or not we did have some fairly good sailing as the season drew to a close. I finally got the wind generator working about three weeks before we hauled the boat out for the winter!

While Dairne was in Greece, we had the best weather of the summer. I had a couple of single handed trips. The best was a trip round the Island. After night-stopping at East Head, Chichester. I had a wild sail past the Nab and St Catherines to the Needles and Alum Bay



The Nab.
Yes, it does lean!



I didn't realise till much later that I had got this unusual picture of Culver cliff viewed past Dunnose Head near Ventnor.

St Catherines





St Catherines



Freshwater

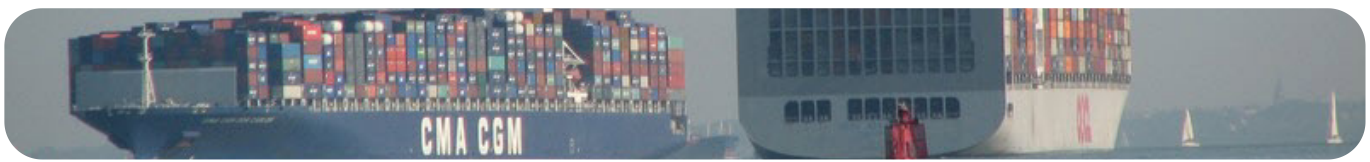


Alum Bay



The Needles

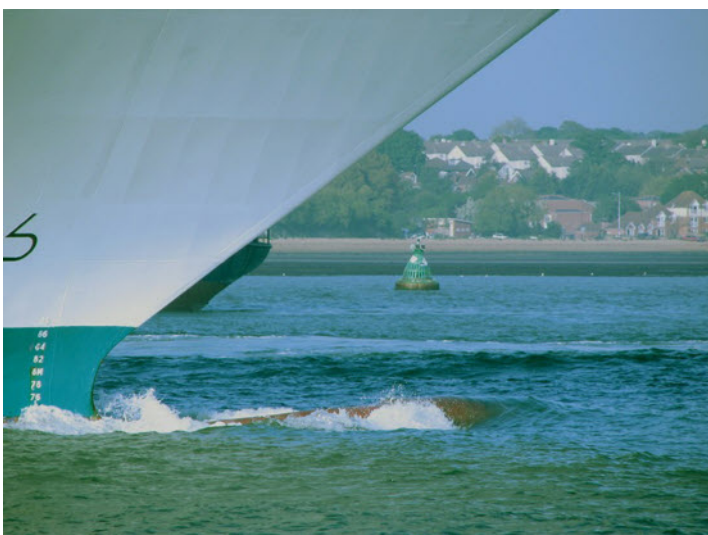




Big Ships

This year I have taken a lot of photographs for Flickr. One of the key groups is "UK ship spotters". So I took lots of pics of ships. I was surprised at how dramatic they could be. These are just a few samples.

For those that do not know, Flickr is one of the Internet social network groups. It is a good way to share pics with friends, and the world at large. Since joining Flickr, I have had over 20,000 hits on my Flickr account.





The new Lymington ferries, with 75% more displacement have caused considerable controversy. As a member of the Solent Protection Society council, I have been in the thick of the debate.

Red Squirrel was an 'April Fool' by Red Funnel. They kept the decal on for about a month!



Waverly (right) is a regular summer visitor to Southampton



Monarch is a miniature paddle steamer





Autumn

This year instead of going to the gym, I have bought a bike. Off I go with my camera. Or I go to Highwater by car for a sundowner with Betty!



Bokeh bottle



Strangest story of the year

David Colquhoun asked me to photograph this cactus. It had not flowered for 20 years. The blooms lasted 2 days.



And finally. ...

After a lot of heartache, we reached agreement about the flood defences at Marchwood. The end result is better than we expected.





Hatchett's Pond

**ALWAYS
CARRY A
CAMERA**

These pages include some of the images I was able to capture because I had the camera in the car.



Ashett Creek.



Most of the pictures on this page were taken while travelling to or from Lymington to attend meetings about the new and much larger ferry that has caused so much controversy



Lymington residents are campaigning to stop these new larger ferries, but loW residents in Yarmouth fear loss of service.



Nomansland Fort

Dairne went to the masthead to free the anemometer and fit a new Windex



This is Alacrity IV
David's replacement for Santana



It is most unusual to see Calshot steaming



A nice pic of Spinnaker Tower



We are not sure the family survived the predators.





QE 2

It seems somehow appropriate to end this chapter with a few pictures Queen Elizabeth2. The picture at the top was taken by Teresa Rizzi as she was sailing from New York on the Queen Mary.

On her final day in Southampton, the old lady could not resist a bit of drama, running aground on the Bramble Bank. It was blowing very hard and she had failed to make the turn correctly in a very strong wind and cross tide. Fortunately, with the aid of four tugs she was quickly re floated on the rising tide.



There followed a day of celebration while the ship refuelled (left) and took on stores and passengers for her final voyage to Dubai.

West Bramble buoy, close to the point where QE2 went aground



On her final day in Southampton, she wore a decommissioning pennant, one foot for every year of her 40 year life. She was also honoured by an airdrop of 1 million poppies at 11 o'clock on the 11th day of the 11th month - Armistice day. And I was lucky enough to see a bow by a Harrier to honour her role as a troopship in the Falklands conflict.

This ship has been part of our lives, so to end this chapter, two pictures are shown on the right. The first shows her at 39 berth with Waverley and a Red Funnel ferry going by.



Bottom right is a picture taken from Ariadne in mid Channel a few years ago. She emerged from the mist at speed from the general direction of the Channel Islands proceeding to the West.



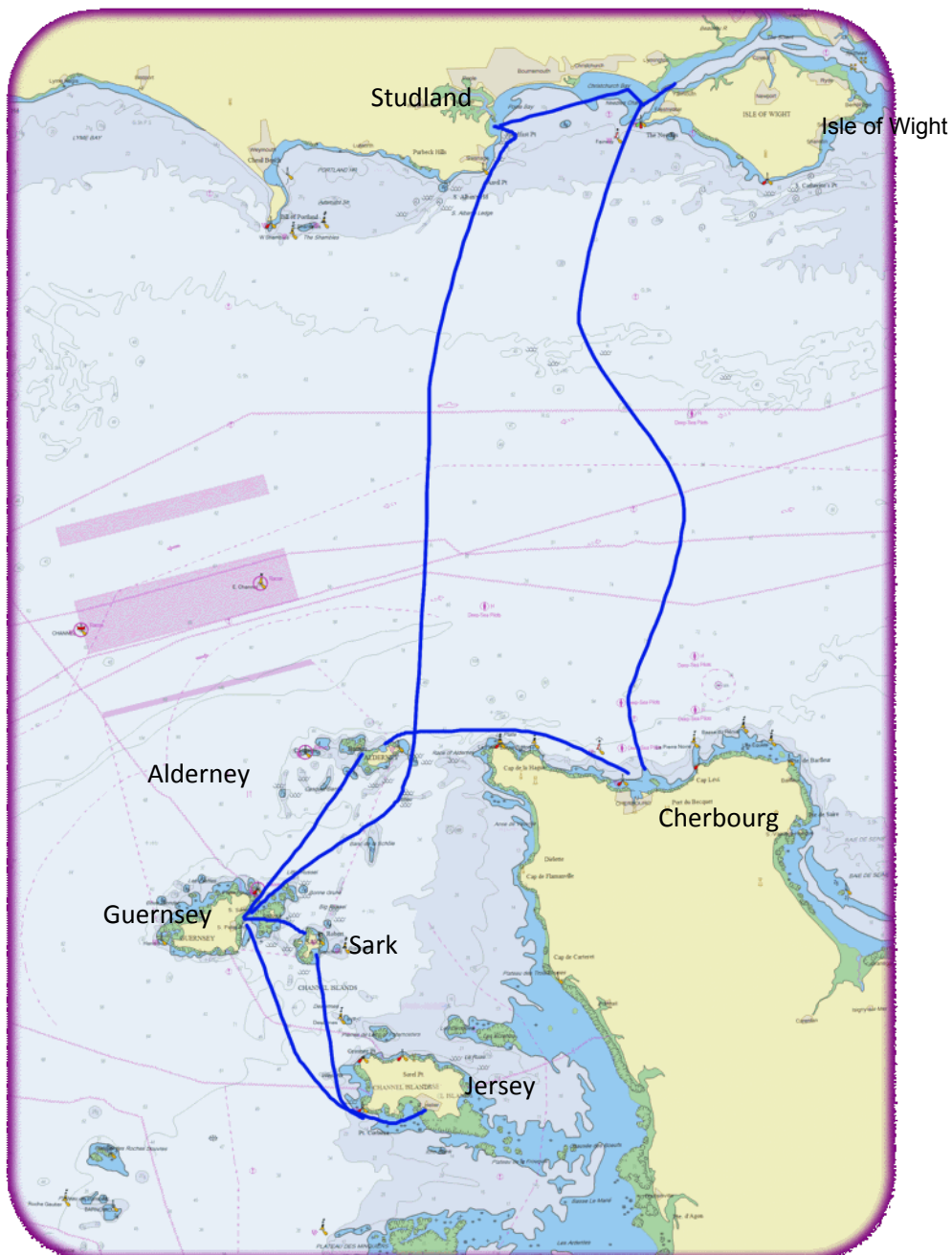
CHAPTER 2

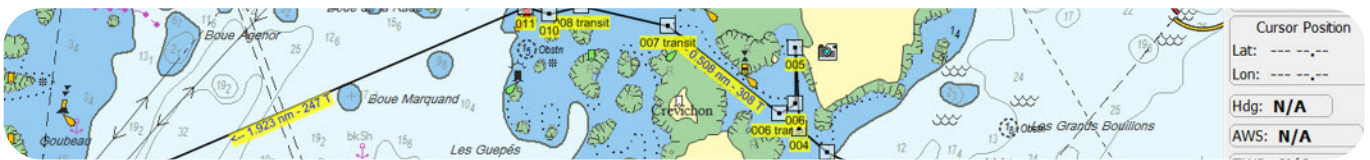
A SHORT CRUISE TO THE CHANNEL ISLANDS



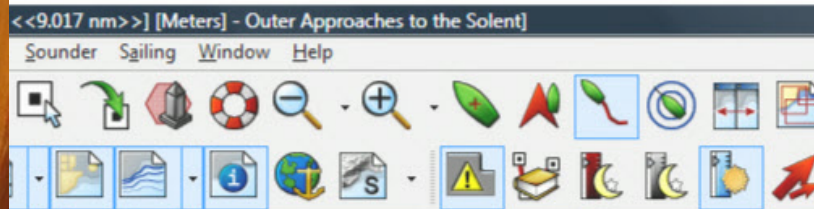
Channel Islands Cruise

We knew that Iain Clare and the family would be arriving in mid June, and so we only had time for a relatively short cruise. We opted to go to France and the Channel Islands after first visiting the Rustler rally at HMS Hornet in Portsmouth. This would give us an opportunity to test the new equipment that we had installed on the boat over the winter.

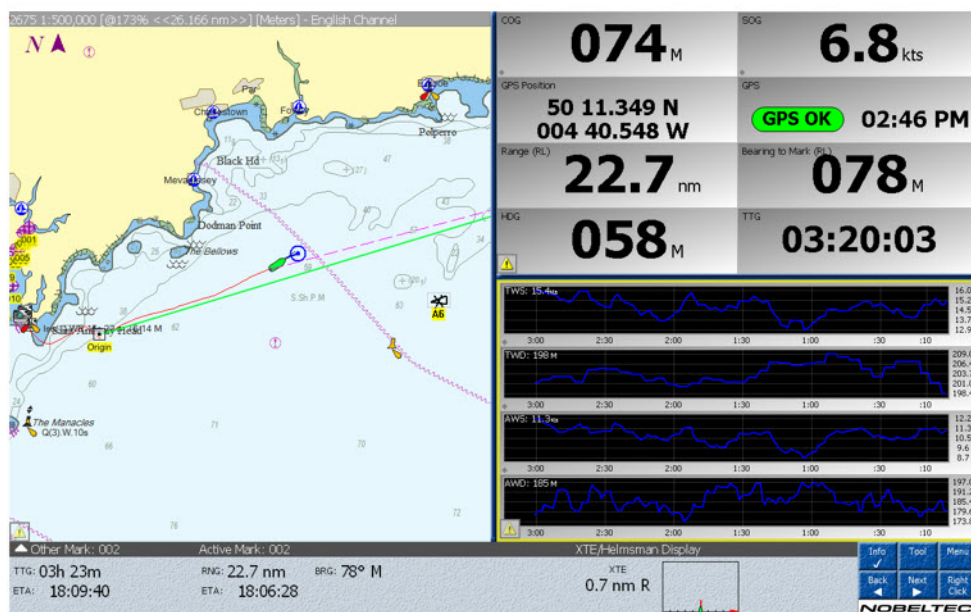




A new space has been created under the chart table which now contains an aerial splitter which feeds both the new DSC VHS and AIS engine. We also installed an NMEA box to pick up signals from our Seatalk instrument system; and the SSB radio for weather fax (though this never worked properly all season)



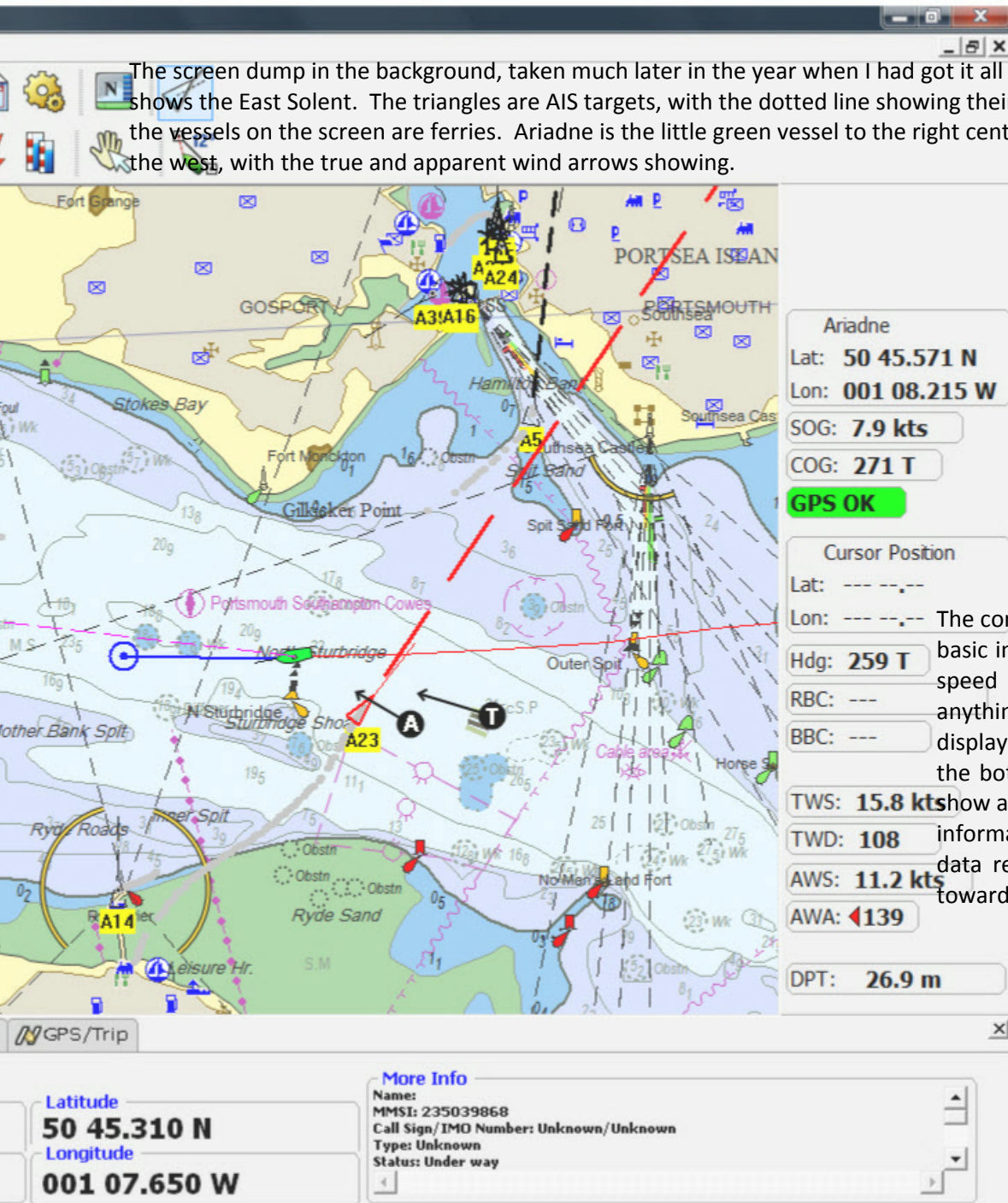
Ariadne hardware and software updates



If you switch to NAV view (on this occasion we were heading east from Falmouth), the chart can be confined to half the screen, and a variety of data can be shown in the panel on the right at a size that is clearly visible from the cockpit.



The previous year we had experimented with the Australian SOB software, but we had just been given a copy of the new Nobeltec software using C-MAP cartography. I was anxious to test this and report back to C-MAP. In the event there were quite a few faults with the Nobeltec Software, but when they get these put right it is a really impressive product.



The console panel on the right is basic information about course speed depth and just about anything else you choose to display there, while the panel at the bottom can be selected to show a variety of data including information about AIS targets, or data regarding your progress towards the next way point.



The Hornet Rally

This was a joint Rustler and Twister rally at HMS Hornet. We sailed in company with David in his recently acquired Twister, renamed Alacrity IV (above).



Hornet is the old wartime MTB base at Gosport, tucked in behind the submarine museum (HMS Dolphin) and just opposite the new Spinnaker Tower. It is quite tricky to find the route through the moored yachts to the pontoon.





Chichester to Cherbourg

After the Hornet rally we spent the night in the Thorney Channel in Chichester Harbour to allow the weather to settle before setting off the following morning across the Channel.

Leaving Chichester we headed south past the Nab and the Saint Helens anchorage with the whiteness of Culver cliff behind. As we headed out into the Channel we began to see the westbound shipping. The new AIS was working brilliantly and it is clearly a major safety factor on the channel crossing.

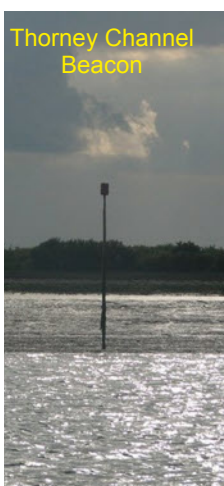
Eventually we reached Cherbourg and the set of wind and tide led us to go in through the eastern entrance. However we found a rope across the entrance to the marina due to a French fishermen's strike and had to anchor outside the inner Harbour for the night.



Thorney Channel, Chichester



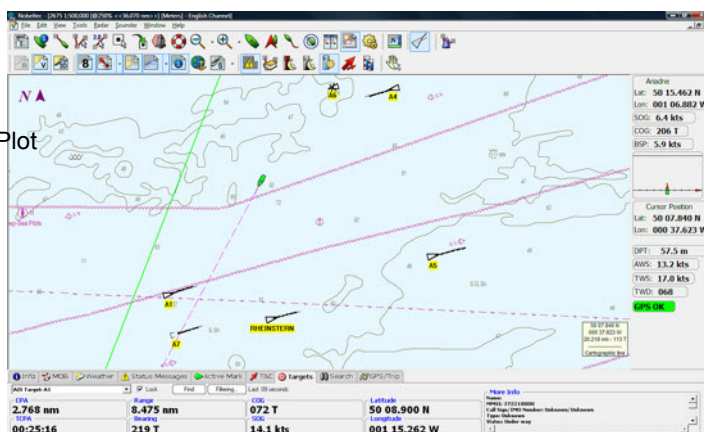
Nab Tower



Thorney Channel Beacon



St Helens anchorage



AIS Plot



Cherbourg



Cherbourg East entrance



Bulker in mid-Channel



Cherbourg to Alderney

Three or four other yachts were anchored outside Cherbourg, and there were several trapped inside. As it was uncertain how long the protest would continue, we decided to drop down on the tide to Alderney.

As we motored clear of the Harbour the Irish ferry from Cork arrived. It seemed the strikers were unable to interfere with such a large ships!



Setting off just before 1000 it was a sleigh ride along the coast passing the Basse Biefort buoy, then passing Cap De La Hague before heading off across the Alderney Race. At that point the engine had to go on and we motored the rest of the way to Braye Harbour in Alderney picking up a buoy at 1430.



We had been disappointed in missing out on the opportunity to restock with wine in Cherbourg. We therefore decided to stay for an extra day in Alderney and have a good blow out in Gannets where we had a lobster.



Gannets



Alderney to Guernsey

A complex depression was building up in the area, so there was every chance that Braye Harbour in Alderney would become uncomfortable. We therefore decided to go down the Swinge to the marina in St. Peter Port in Guernsey where we could hide from the deteriorating weather with the benefit of shore power and nearby shops.

There was no wind, so it was engine all the way.

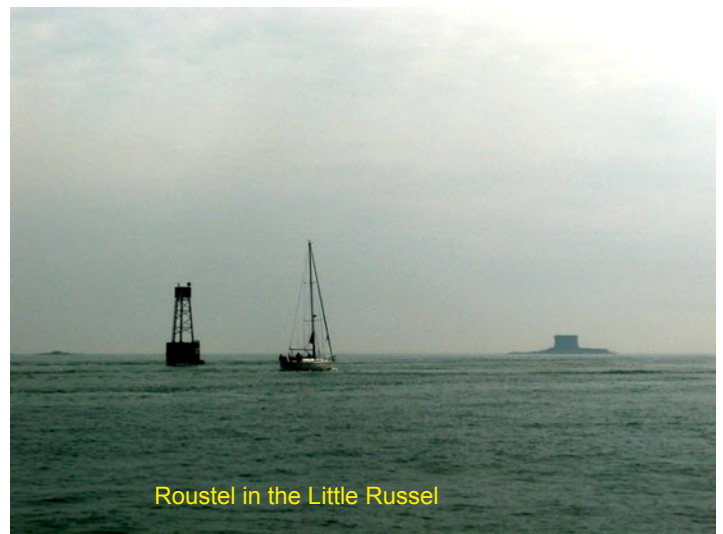
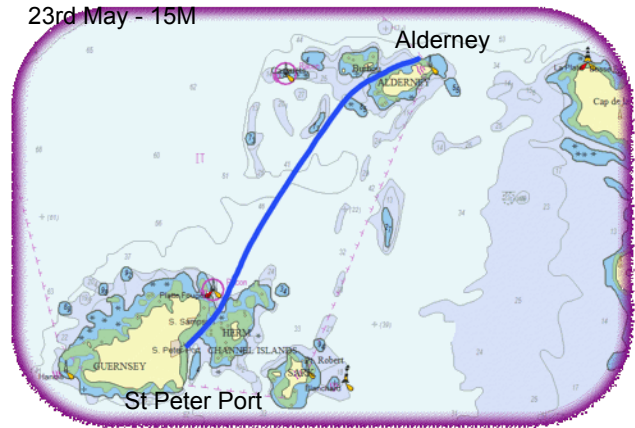
The visibility was poor, but with the aid of the plotter we soon picked up the tourelles in the little Russel channel.

Having left in the late morning, we were on the waiting pontoon in St. Peter Port by 4.00, and into the marina over the half tide sill at 5.30

So now we had a chance to stock up on wine, although not at the beneficial prices that we would have had in Cherbourg.

The weather outlook was unsettled, and conditions were unsuitable for going further south or visiting the nearby islands, so we stayed put.

23rd May - 15M



Roussel in the Little Russel



St Peter Port harbour



Waiting pontoon



Les Hanois



Portelet Bay



Over the next four days we visited some of the sights of Guernsey using the local bus service. The round island tour was particularly enjoyable, and the museum at Fort Grey was fascinating. From there we had a good view of Les Hanois, the lighthouse to the SW of Guernsey before going on round the Island.



Fort Grey



Les Hanois



Portelet Bay

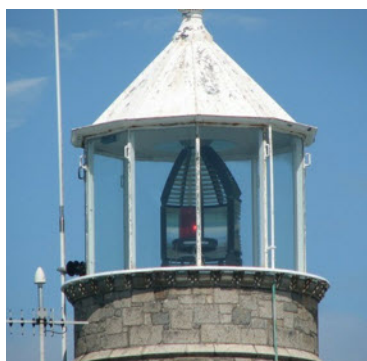




Continuously there were views out of the Harbour, with cruise ships coming and going as well as quite a lot of sailing activity, so on one day we walked out along the pier past Castle Cornet to get a good view of Herm and Sark.



All the pictures on this page are in the vicinity of St Peter Port harbour





27th May - 24M

Guernsey to Jersey

The tides were such that we would need to leave near to low water. So on the evening of 26th May we slid across the sill and secured to the waiting pontoon. By 0515 the next morning we were on our way.

Although we tried to sail for a while the passage was mainly motoring in very light wind's and an almost flat sea.

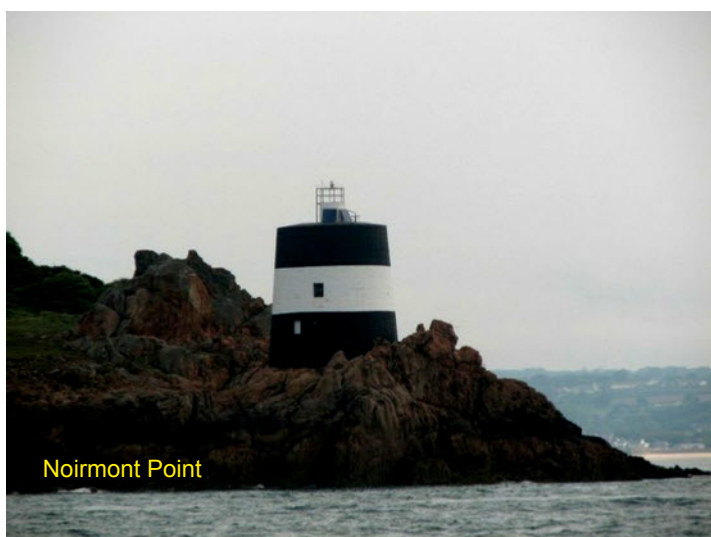
Eventually we rounded Corbiere where we came across the Commodore Goodwill leaving Saint Helier on its way back to England.

By now the tide had turned against us and we were plugging against it as we went along the south coast of Jersey past Noirmont Point.

We turned into the main Harbour and made fast in the marina before 10.00 am.



Corbiere



Noirmont Point



Commodore Goodwill

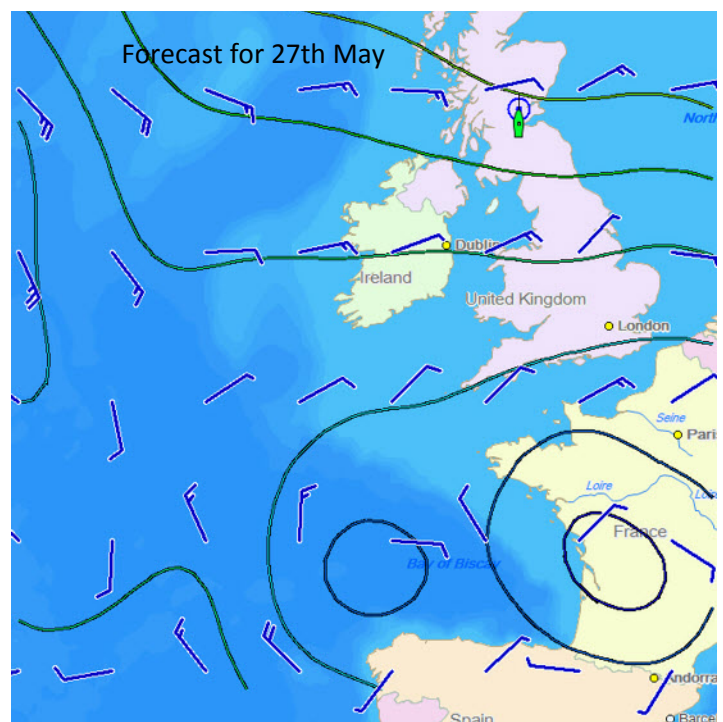
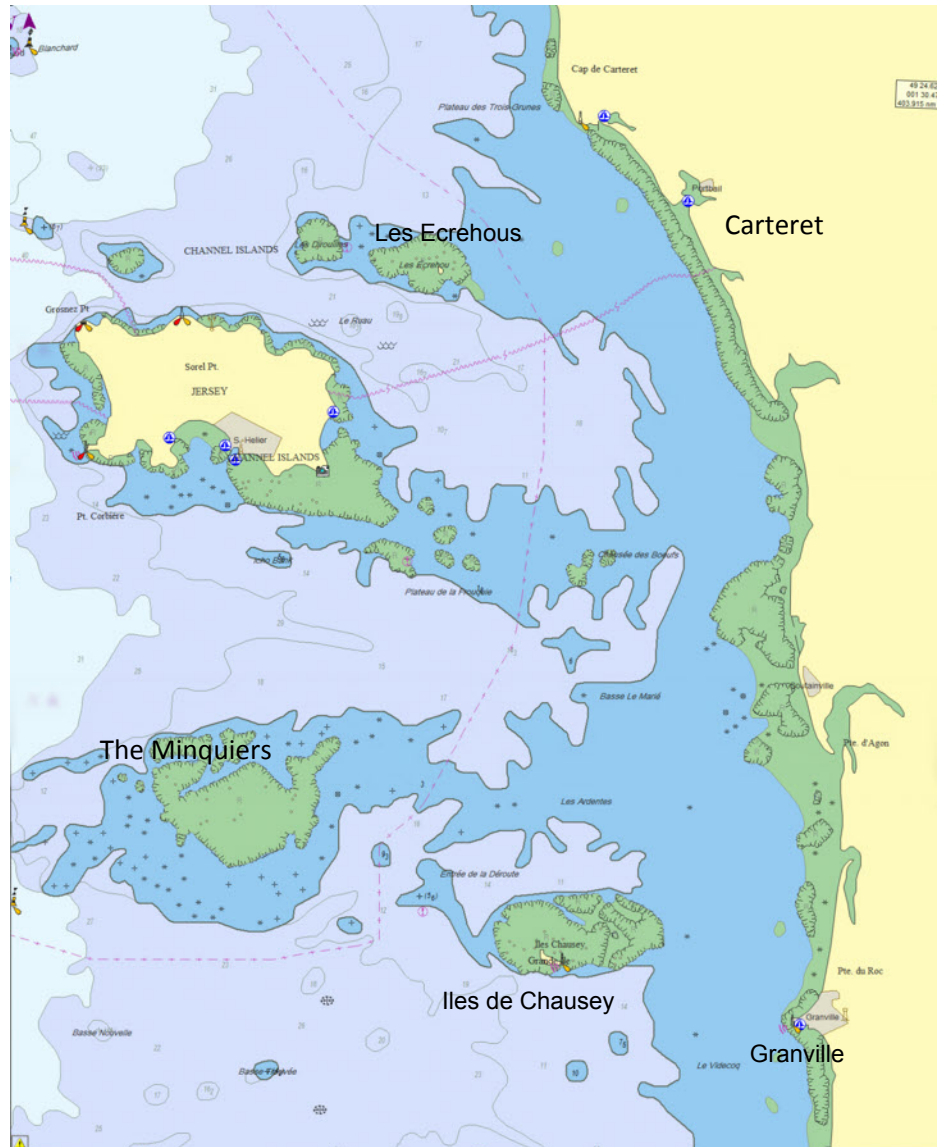


St Helier marina



We were to spend three days in Jersey, visiting our friends Fay and George and entertaining them on board Ariadne. It was irritating to find that the wifi service for the marina had been abandoned and that to get weather information it was necessary to take the laptop to the nearby bus station!

Our plan had been to try and visit the Minquiers, a rock plateau to the south of Jersey; the Iles de Chausey much further to the southeast near Granville; and possibly the Ecrehou, near Carteret. We had to abandon the plan for two reasons. Firstly the closure of the adjacent French ports because of the fishermen's dispute meant that there were no nearby safe havens; and secondly we discovered a mixture of oil and water in the sump under the engine and none of these three expeditions could really be attempted without complete faith in the engine. In addition to that, the weather was showing a strange circulating pattern that meant that it would be difficult to be sure which anchorages would be really safe. For all these reasons we stayed put.





Jersey to Sark



On the 30th, we finally got away motoring along the south coast of Jersey retracing our steps past Corbiere

As we cleared the north coast of Jersey we were able to switch the engine off and had a pleasant sail in a north northeast force three breeze all the way to Sark



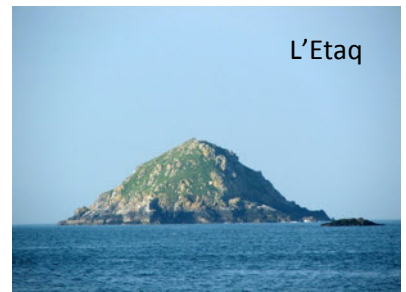
Above: St Malo ferry passing the Desormes buoy

Just north of Jersey lies the Desormes plateau. The buoy protecting the western edge of the plateau forces a slight diversion on the course to Sark, but in bad weather this plateau could seriously limit choices.

We anchored in Derrible Bay just before 1700 hrs

We could see a weather window for a few short days where we could enjoy Sark.

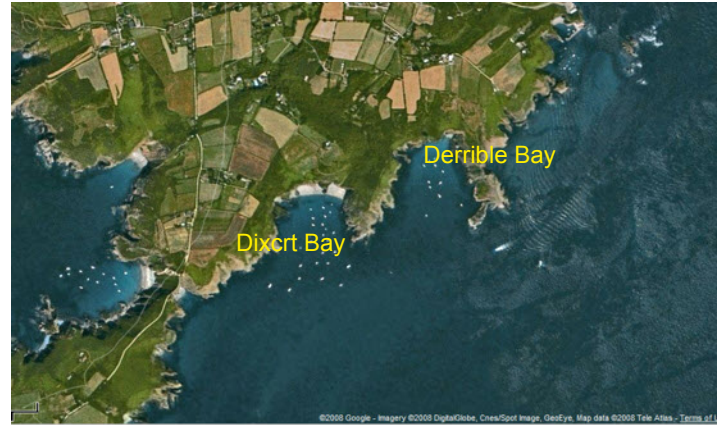
Derrible Bay was a delightful quiet anchorage, completely different from the commercialised harbours of Guernsey and Jersey. We were content to just stay on board and watch the world go by.



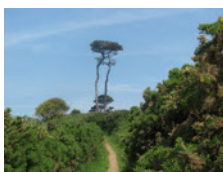
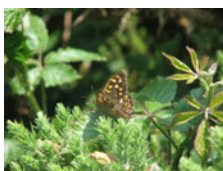
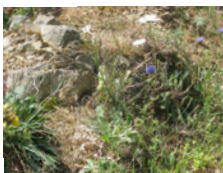
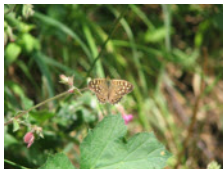


Sark

The next day we motored round to Dixcart Bay, which was slightly more protected and a much better beach to land on. From there, we climbed up the cliff and explored the island stopping for a brief lunch in the village.



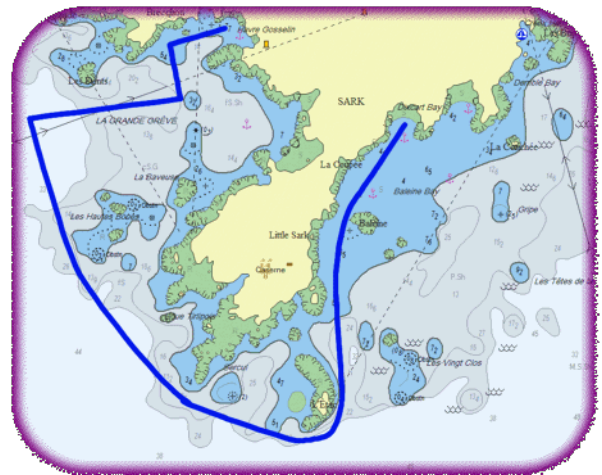
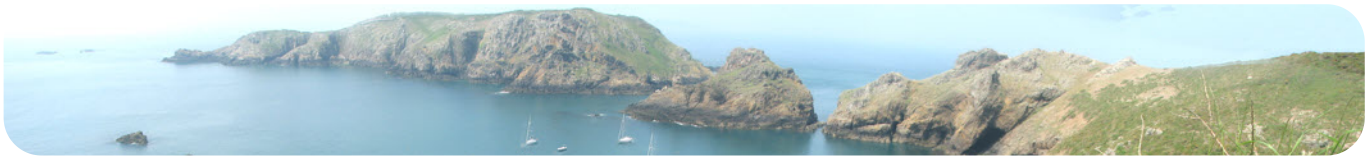
The Google map above shows the location. The picture below shows Ariadne viewed from Dixcart Bay with L'Etaq behind



The weather was so variable that I suspect this carriage driver would have a lot of undisturbed sleep



The village on Sark is basic, but welcoming



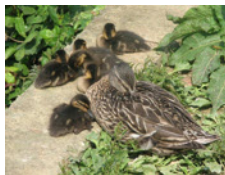
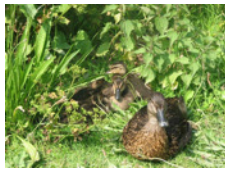
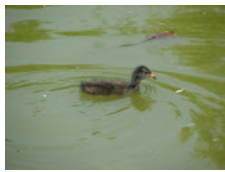
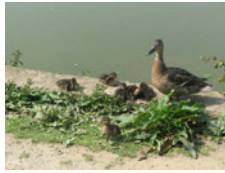
Havre Gosselin, Sark

The following morning, the 1st of June, we sailed under main only round the south end of Sark, and then motored up the western side of Sark to find a buoy in Havre Gosselin. We had finally managed to make contact with the Jo Birch, Malcolm Robson's daughter who had given me so much encouragement in tracking down the copyright of his work. It was a long walk but most enjoyable. Jo has a modern, lovely house, and made us most welcome.





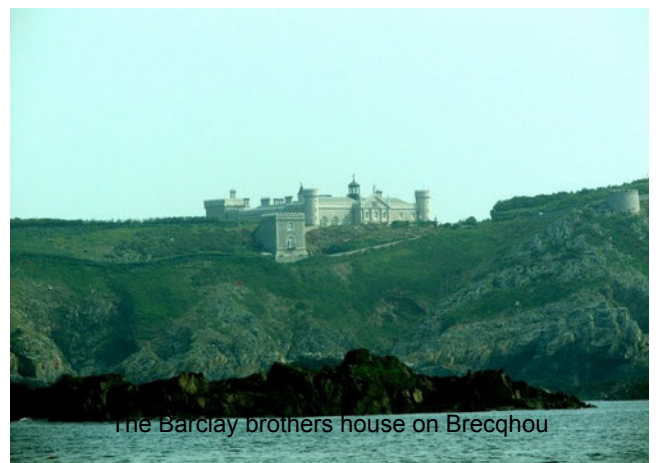
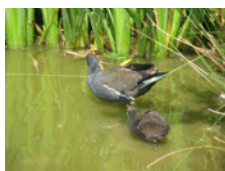
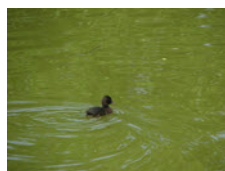
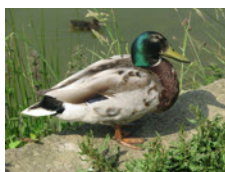
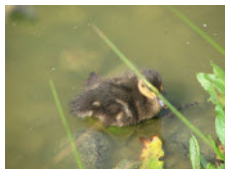
It was a long hot walk back to Havre Gosselin. On the way there was a sweet duck pond. There are no predators a Sark, so there were many young.



Exhausted, we sat on the cliff top and enjoyed the view. To our left we could see Grand Greve, an anchorage we had enjoyed some years ago. Below us were the rocks that form the goulet between Sark and Brecqhou, the island owned by the Barclay brothers. Despite what are probably the best of intentions, their moves to buy up land on the island are viewed with the utmost suspicion by locals.

It is amazing that the tide can slosh between the rocks at many knots, but only yards away your boat will be lying peacefully at its mooring.

But the weather was set to go downhill so we had to decide what to do





Sark to Guernsey

The forecast was for a rapid deterioration of the weather . So we decided that we would have to return to Guernsey.

By now I was beginning to feel quite comfortable with the Nobeltec navigation system, so we passage planned to go between Herm and Jethou. This is a rock strewn route, with several alternative passages all well documented by Malcolm Robson.

I had realised that the new Nobeltec Software had a capability that I believe is unique among PC based navigation systems in that it is possible to create and save range and bearing lines with information attached. It was therefore possible to create a library of the various transits that would be required for all the routes, but only show those that were absolutely necessary. After this trip I wrote a paper to C-Map which is included as an Annex to this part of the Log.

We dropped off the buoy at 10.00 and motored through the goulet between Sark and Brechou. It was raining, and there was a light northeasterly breeze. The visibility was such that we could barely make out the outline of Herm and we had to sail close hauled to ferry glide across the strong south going tide until we could see the Fourquies buoy. There we dropped the sails and motored into the narrow channel between Herm and Jethou.

The visibility was so bad that we could not really make use of the transits , but at least I had marked on the chart the various balises that we would see as we went through the narrow rocky channel, and we could monitor our progress on the computer screen.

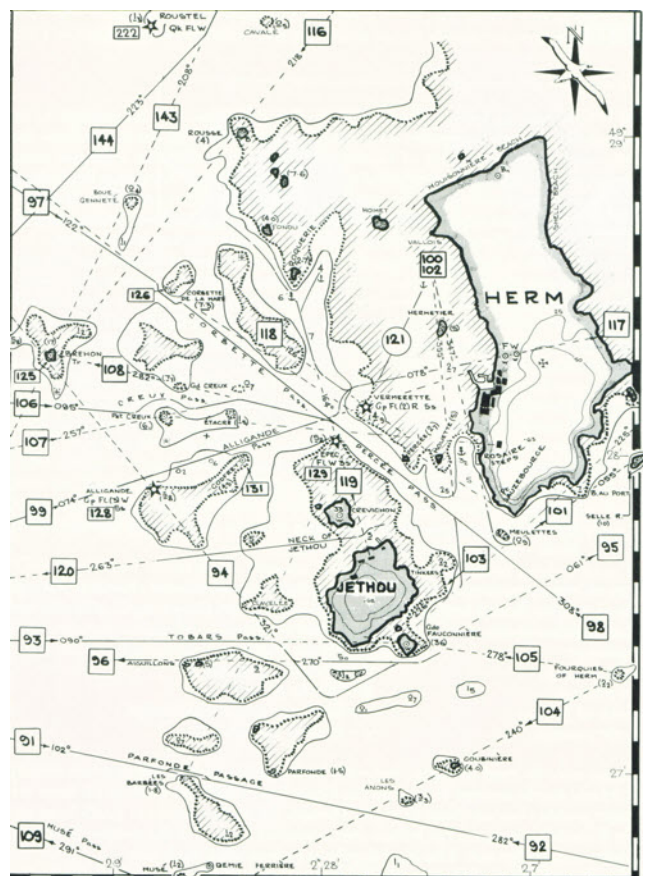
Eventually we reached the Vermerette beacon and turned to take the Creux passage out towards the Brehon Tower, this being the only channel with enough water at this low state of the tide.

It was a relief to pass the Brehon Tower into deep water and set course across the Little Russel, with sails up again on a reach. The visibility was so bad that we only saw the entrance to St. Peter Port at a range of less than half a mile. Fortunately the AIS had given us confidence that there was no major shipping in the area at the time.

By 1130 we were on the waiting pontoon outside St. Peter Port marina listening to the doleful sound of the foghorn. The whole tricky passage had taken less than an hour and a half!

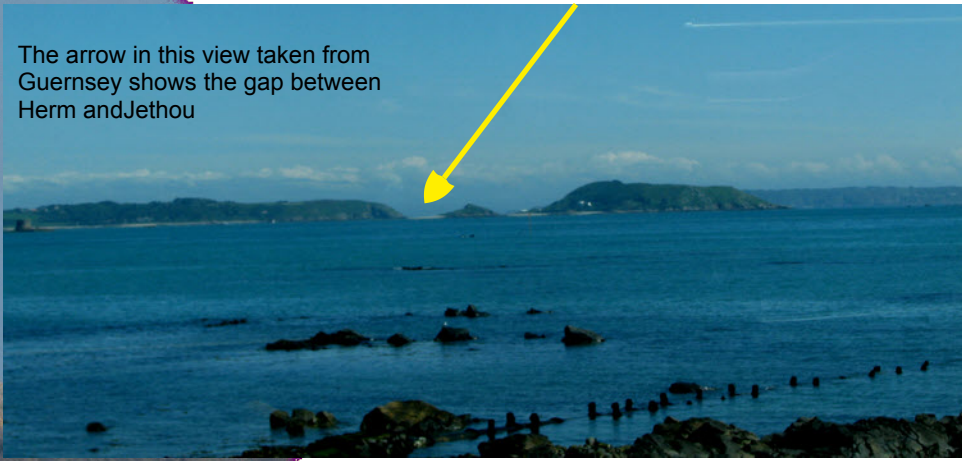


Below: Malcolm Robson's chartlet of passages between Herm and Jethou

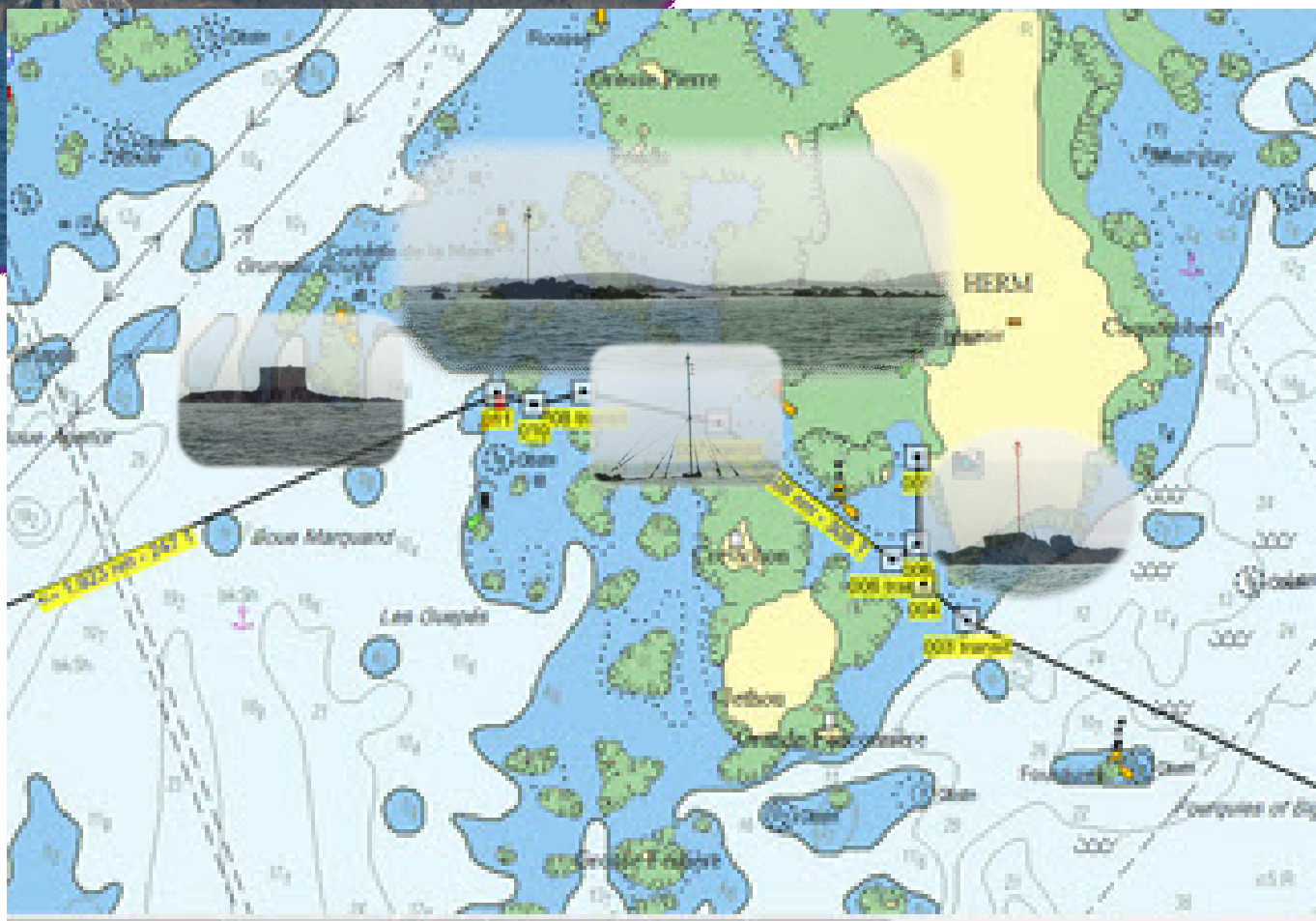




Brehon Tower (on a nice day!)



The arrow in this view taken from Guernsey shows the gap between Herm and Jethou



The chart shows the route we took between Herm and Jethou. The transparent images of the balises are roughly in the right place and the fuzziness conveys the poor visibility



St Peter Port entrance was a welcome sight when it appeared out of the mist.

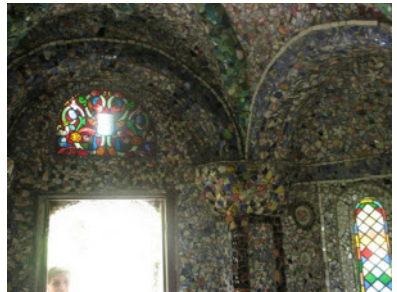
For more pilotage details see Annex A



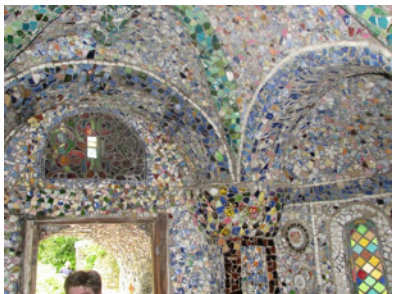
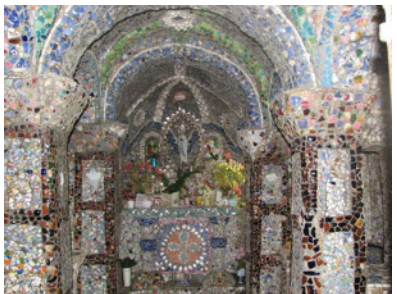
As we had a couple of days to spend in Guernsey to wait for the weather to improve again, we took another bus trip. This time we went to see the German underground military hospital (left). I had last visited it when I came to Guernsey with the Sea Scouts in the 1950's.



It is an extraordinary place, and a visit is quite a sobering experience.



Not very far away is the miniature church made of shells. It is a delightful antidote to the hospital.





Guernsey to Studland

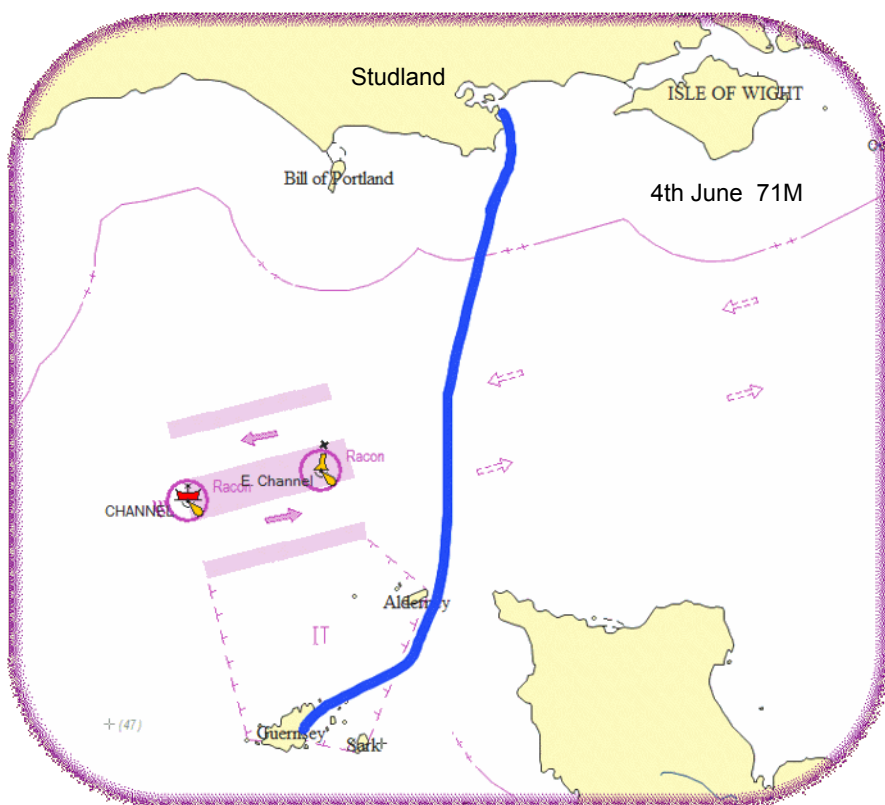
Within a week Iain and family would be arriving from New Zealand so we were anxious to get back to the UK. On the 4th the weather was suitable to go direct from St. Peter Port. To catch the tide we left at 0530.

The tide swept us past Roustel and on up the Little Russel. Once we had Grand Amfroque abeam we were in clear water.

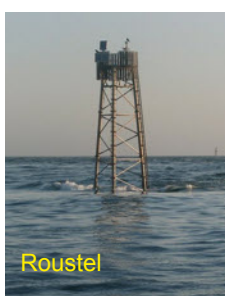
The water was still as we motorsailed towards the Alderney Race.

Approaching Alderney we could just make out the Casquets in the far distance to the northwest of Alderney

Once in the race we could see the great swirls of water as we swept by the eastern coast of Alderney. Then we were out clear into the Channel.



Grand Amfroque



Roustel



The Casquets, just visible through the mist



Alderney Race



Once we cleared to the north of Alderney, we were able to set sail and head due north, although the tide was setting us strongly to the east

Since leaving Guernsey I had been struggling to get the AIS working properly. In the end I resorted to using my Software On Board programme rather than the Nobeltec Software because the procedures for identifying the USB ports are easier. Later I defined what the problems were, but complete solutions have yet to be devised.

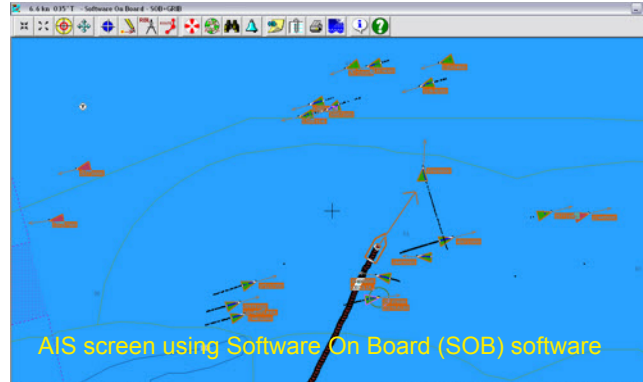
As we approached the shipping Lanes, it is obvious from the picture (top right) why I was keen to have AIS functioning properly. As we crossed the lane there were several ships nearby. At times we could see, on the AIS, as many as 20 ships in either the east or west bound lane.

The one on the right, probably doing 17 knots, came very close, and the AIS was extremely useful in adjusting course to ensure a safe crossing

Later in the crossing we passed ahead of a bulk carrier (below), and I was able to use the DSC VHF to speak direct to the officer of the watch and make sure that he was happy with our passage.

For four hours we had carried the cursing chute, but as we approached Anvil Point the wind started to shift and die so the sail was handed and the engine went on. It was 1915 by the time we rounded the corner and tried to anchor in Studland, but we had a massive fight with the anchor chain which was twisted in the hawse.

There was another Rustler called Galliard anchored nearby and we hailed them. They had been the Rustler that we had seen in Alderney earlier in the cruise. After trip of 71 miles we were tired and content to settle down for a quiet evening

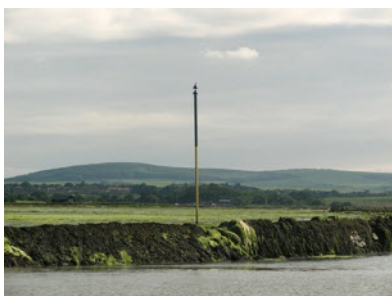
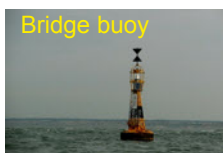
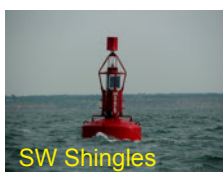
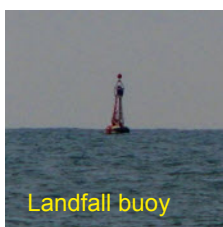
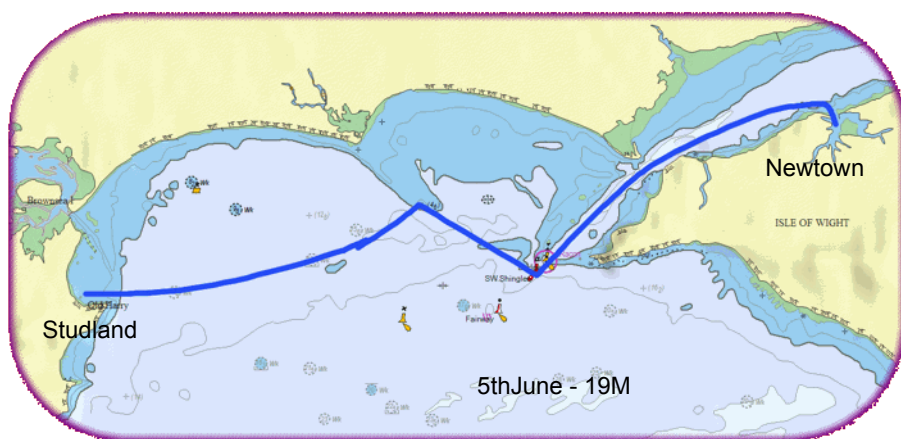




Into the Playpen!

To make the tide at the Needles we were away before six in a golden dawn. There was a light southerly wind that gradually backed round into the east. At half past seven we tacked out towards the Shingles buoy and slipped up the Needles Channel into the Solent.

At 0930 we anchored in Newtown





Annex A: An embryonic pilotage system

1: Introduction

It slowly dawned on me that the Nobeltec Software had some significant differences to any other charting system that I have experienced. In particular the ability to display and save multiple range and bearing lines, to which objects can be attached, generates a whole new possibility for developing pilotage directories.

I have not yet formally worked out a clear procedure to isolate route data into separate files, but I have no doubt that it is relatively easy to do. Given that capability, I envisage a situation in which blocks of pilotage data can be loaded into the system for relatively small areas. Even a small area can generate a great deal of data, so it has to be easy to selectively remove data from the live operating system otherwise confusion would prevail. Whether it would ever be possible for Jeppesen to generate pilotage data at the fine level of detail that I am envisaging I do not know. However if "Club Jeppesen" ever gets off the ground properly, I envisage users wishing to share their local knowledge and experience with the others. Providing that such data is properly moderated, and provided that no liability would attach to Jeppesen, then I foresee a massive proliferation of information that would be quite exciting, and because of the power of the Jeppesen/Nobeltec Software this capability could well be unique to Jeppesen.

No doubt there will be copyright issues. However one of the activities of Club Jeppesen could be to persuade owners of pilot books that use of their data would help promote sales of the books. Alternatively, Jeppesen might choose to do deals with specific publishers for each area and obtain the right for Nobeltec users to source data from their pilot books and use it in the kind of publication discussed below.

To illustrate what I have in mind, I use the illustration of a passage from Sark In the Channel Islands, between the islands of Herm and Jethou, to St. Peter Port in Guernsey. This involves a tricky little passage in rock strewn waters. The techniques that I propose have evolved and I have to admit that the system presented here is significantly evolved from what I actually did, although the basic principles remain.

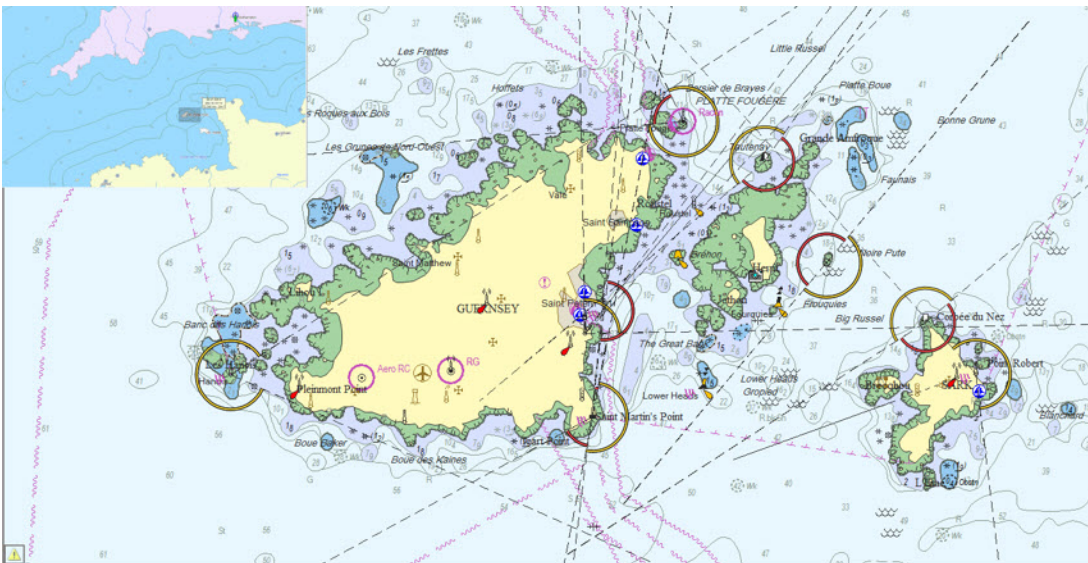


Figure 1
Sark to Guernsey
Via the gap between
Herm and Jethou

2: Overview of the area

Figure 1 simply shows the location of the area under consideration. In this case my reference source was Malcolm Robson's pilot book for the Channel Islands. It was a grey day with poor visibility and the



threat of a freshening wind. Despite the poor visibility, I decided that going between Herm and Sark to get to Guernsey from Havre Gosselin would save an enormous amount of time and avoid a battle against strong tides in the Little Russel channel.

3: Passage planning

Until you zoom in considerably, the transit lines do not show on the Nobeltec chart. This is quite correct as otherwise the picture would become far too cluttered. However, at such a level of zoom, it is often the case that the transit marks are outside the visible area on the screen. Moreover the transit lines shown on the chart do not give any indication of what the leading marks actually look like.

Figure 2
ALL the possible
transits for a passage
between Guernsey and
Herm/ Jethou. Much
too cluttered to be
useful!

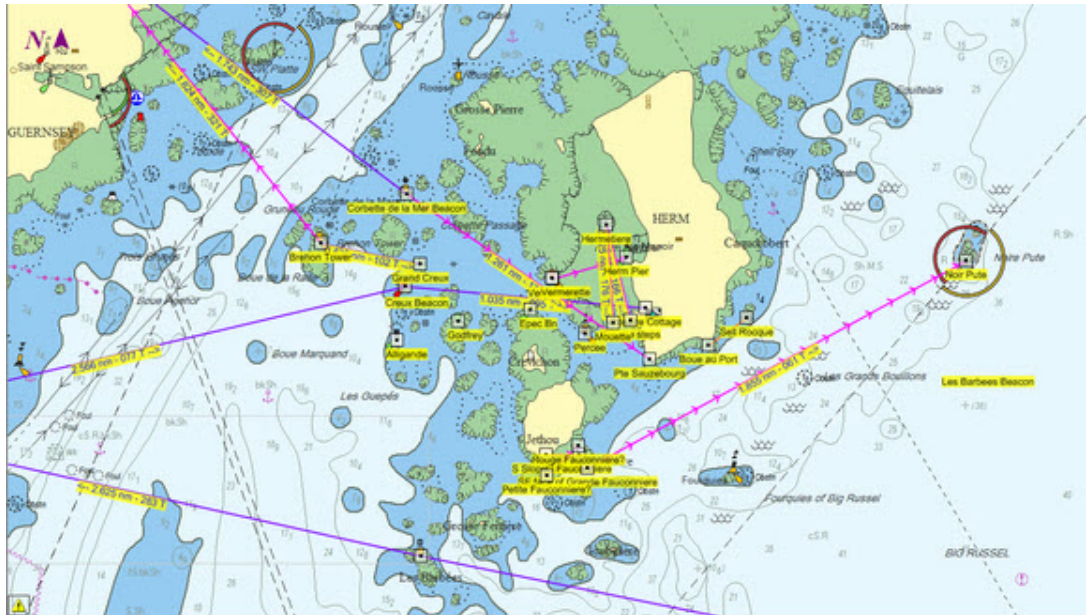
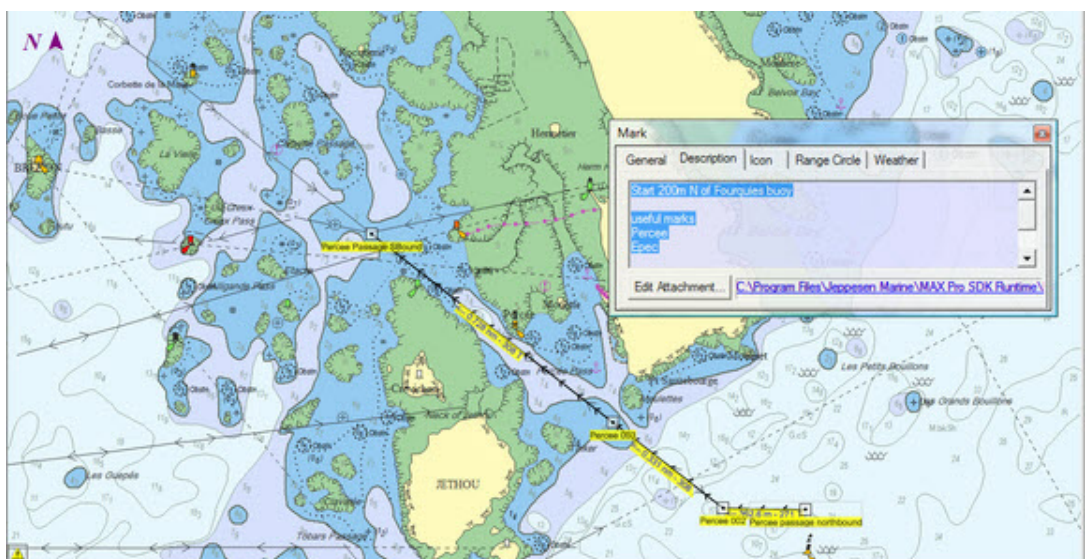


Figure 2 shows how cluttered the situation would be if all the data that I am proposing were shown on the chart at once. Clearly this is unacceptable, so a procedure has to be evolved in which one builds up the data to display.

Fig 3
Percee Channel
Showing description
box from Properties
of the first mark





By studying Malcolm Robson's pilot book, I realized that the only channel that would have sufficient depth for *Ariadne* would be the Creux channel, and to get there we would need to use the Percee channel first.

In the developed system, I would be able to select from the routes list these two routes and display them. Let's start by simply displaying the Percee channel as in figure 3.

It is a matter of chance as to how the route was entered, and it may be necessary to reverse the route. Note that the first waypoint in the route displays the title of the route. Opening the properties box reveals a simple statement (in the description) of how the route starts. This is displayed somewhat enlarged in figure 3. Opening the attached document gives a simple diagrammatic description of the whole route(figure 4).

	A	B	C	D
1				
2		Robson line 108		Nof Brehon Tur x SW face of Grand Creux
3		308T for 0.1nm		
4	Epec beacon close by			
5		308T for 0.23nm		
6			Percee beacon close by	
7		308T for 0.36nm		
8			Pte Saussebourg	
9		308 T for 0.33nm		
10		Robson Line 98		Vale Mill open to SW of Corbette
11	Fourquies buoy 200m	Steer 270 for approx 400m		
12				
13				
14				
15				

Figure 4
Text passage plan

This is displayed using a convention that was taught to us when doing our yachtmaster's shore based course. Essentially there are three columns (plus an additional column off to the right for notes). The centre column shows things that happen as the vessel proceeds along the route from bottom to top. The left hand column is used to identify objects that are left to port, and the right hand column to identify objects that are left to starboard. Note that the transits are identified by their reference to the Robson pilot book (which reveals straight away that this procedure works best when used in conjunction with a specific pilot book). Courses and distances are also given in a very compact form. Each of the transits referred to will have been previously plotted on the chart as a range and bearing lines and saved. It is therefore a relatively simple matter to open up the chart manager and display each

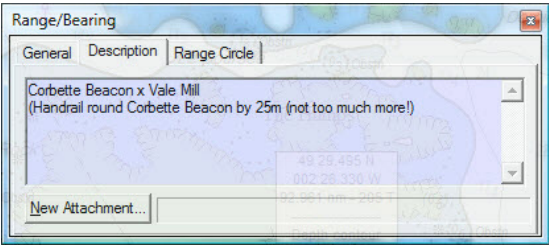


Figure 5
Percee passage showing th along transit



of the key transits (Figure 5). (One slight problem is that the list of transits in the chart manager does not seem to be particularly well sorted, and does not appear to sort if the column heading is clicked).

Fig 6
Description of transit



Once a transit is displayed, opening the description box within properties for the transit line will reveal a brief statement in words describing the transit (figure 6), and if available the attachment will be a diagram or a photograph of the transit itself (Figure 7).

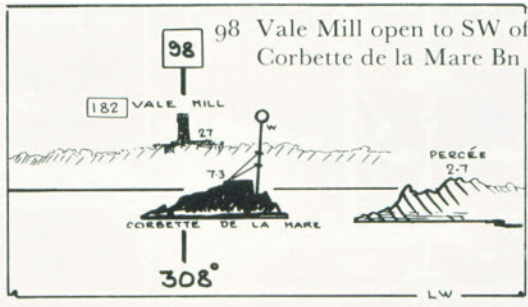


Figure 7
Image of transit
(could also be a photo)

Now, for the first time, in real time as we navigate across the chart will we be able to bring up a visual display of the actual transits as we need them. Quite deliberately, the ends of the transit line are placed on the beacons that form

the transit. If available, the picture of that beacon will be attached to the mark at the end of the transit line.

Once that process has been completed for the Percee passage, it can be repeated for the Creux passage (see figure 8), and then both routes can be displayed together (figure 9)

Figure 8
Creux passage

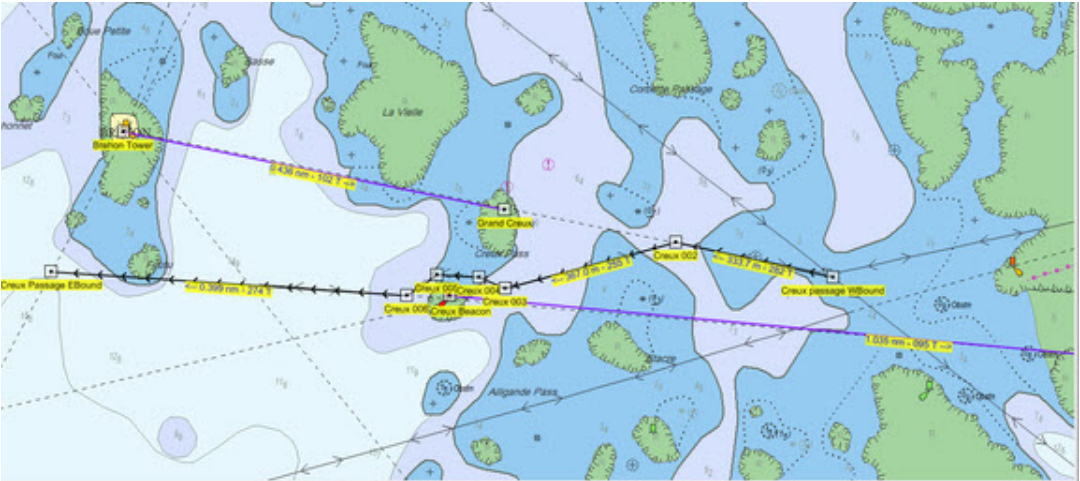


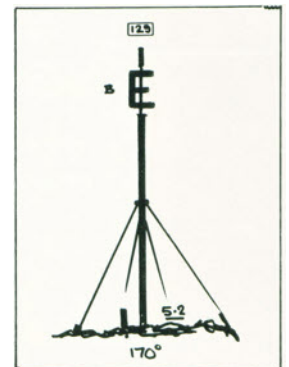
Fig 9
Combined routes and transits



One refinement would be to list the beacons that would be helpful, even though they do not form part of the route. This can be done in the description attached to the first way point of the route.



Fig 10
Epec Beacon mark and description on left,
Sketch of the beacon on the right

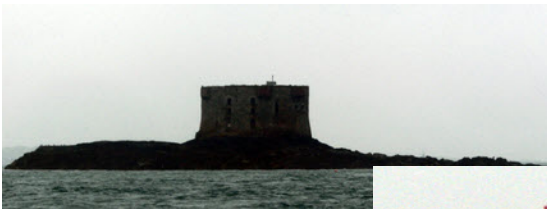


It is then possible to attach a sketch or picture of the beacon. This would assist greatly in identification. See Fig 10.

Note that if the route is transitted in the opposite direction, the route information is attached to the other end of the route, and the courses given are reciprocals.

4: Did it work in practice?

Because the visibility was so poor, only the shorter transits were specifically available. However the discipline of setting out all the transits led us to discover which were the correct leading lines to use when zoomed in on the Nobeltec chart. Thereafter, we could keep track of our progress on the plotter, and tick off the beacons as we passed them.



Although we had a fast and enjoyable sail across the Great Russel, we dropped the sails after passing the Fourquies buoy.



Going up the Percee channel we felt as though we were heading into a jumble of rocks (see pictures on left), but the sight of our position on the plotter and the ability to recognise the beacons gave us the confidence to continue. As

can be seen from the chart, rounding the Creux beacon, the channel is very narrow- and it felt it!





Not until we were well past Brehon tower did the shoreline of Guernsey become visible. With an additional way point of St. Peter Port Harbour entry was safely made.

5: Discussion

The big issue is how to make the information easily transportable, and easily switched on and off. My thoughts are as follows

- I have created a new directory called pilotage within the Max Pro directory (Perhaps this would be better located in C:\Nobeltec Users. In this I have stored all the images and excel pilotage notes for the area around Herm. I envisage a situation in which the data could be held in a sub directory of pilotage labelled "Herm". This entire directory could then be easily loaded or unloaded given a suitable external program that overcame any restrictions on access rights.
- All range and bearing lines could be stored on external media, provided I can find the way to unload them from the chart manager. Presumably they could then be imported again by me or by someone else. For a particular operation only this suite of range and bearing lines would be required so all others could be unloaded. Of course, it is possible that more than one set of range and bearing lines would be required. For example, we might need to have both Herm and Guernsey loaded at the same time.
- Similarly we need to be able to group the marks.

There is certainly a potential role for the Club Jeppesen. There could also be a role for developing the sharing of information using a social Network Systems such as Flickr. This is what I have been hoping to experiment with, but I'm still awaiting clearance from Jeppesen to use the C-MAP cartography, and clearance from the Royal Cruising Club Pilotage Foundation to use the Robson Data (although current discussions seem to be going very much in the right direction, and are likely to reach a positive conclusion in the early autumn).

One can imagine a situation where different people use different publications. For example, in Scotland, one person might develop pilotage notes based on the Clyde Cruising Club books, while someone else might use the Imray pilot books. Another example could be in France, where I might use Robson, someone else could use the North Biscay Pilot, and a third person might develop notes in French using Alain Rondeau's Pilote Cotier.

One final point. I have noted that the range and bearing lines can be saved in a new directory, but this must be created BEFORE the lines are generated. I had not realised this in time. So (as the default directory currently only contains the Herm lines) I need to work out how to save a copy of the default directory, rename the copy as Herm, and locate it so the Nobeltec software can find it. The default option of unloading ALL data could become messy, but will have to do for the time being.

(Since writing this, I have discovered that although bearing lines can be saved, attached diagrams and pictures are lost when the system is rebooted. This is clearly a glitch that needs fixing)

Chapter 3

The Kiwi Invasion

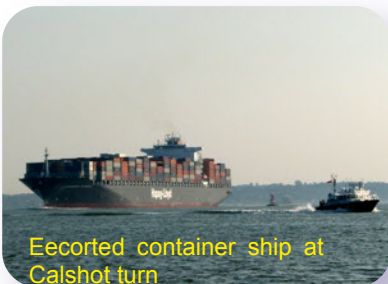




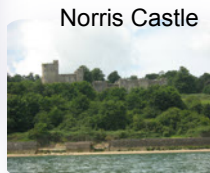
The Kiwi Invasion

Iain Clare, Harry and Alice flew to England in mid June. It is a 26 hour journey, with a 12 hour time zone difference, so they needed some rest after we picked them up from Heathrow. But the plan was to go sailing on Ariadne for a few days, so the next afternoon we were off to Marchwood to get on board the boat. This enabled Harry and Alice to familiarise themselves with the fore cabin, and get all stores loaded

Early the next morning there was very little wind so we motored down Southampton water passing the Isle of Wight ferries, including the very fast Red Jets. We also had to keep out of the way of the commercial shipping. We are very used to sailing in the close proximity to some of the bigger ships of the world manoeuvring on and off their berths, but it is quite an experience for those not familiar with it.



Eccorted container ship at Calshot turn



Norris Castle

We applied the usual house rules. Harry and Alice were required to wear life jackets in the cockpit and to clip on to the jackstays if they went on deck. These were the same house rules that we had used for Neil and Iain. We knew they worked; they are so simple, so clear and so obviously sensible that the children don't mind.

After passing Norris Castle we anchored in Osborne Bay to wait for the tide, but it was a little bumpy so we went into Cowes and found a buoy for lunch. After lunch we motored to the entrance of the river where there was a nice breeze, so Iain sailed a gentle beat to Newtown where we anchored..



Ariadne

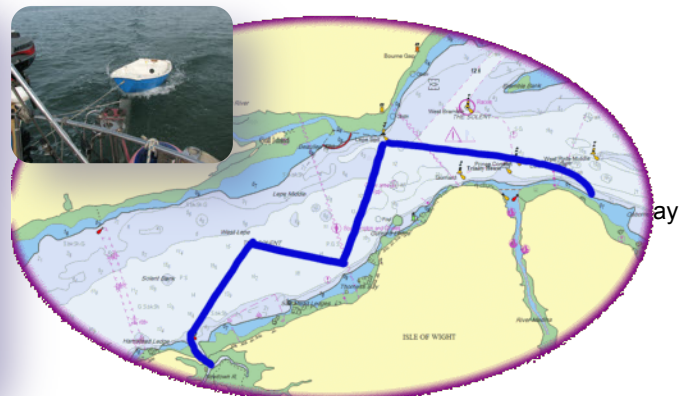




Photo: C-Map



Newtown is a creek on the north west shore of the Isle of Wight. Usually there are lots of birds to see, but this year there seemed to have been very few waders. We believe that this is due to the clam dredging that took place at the end of last season. Much of the mud at the bottom of the creek seems to have been washed away, and it is there that the food chain for the birds emanates.

Alice wanted to try rowing so we got the inflatable dinghy out and she paddled around for quite a while, with a little help from Iain and me.

I had borrowed a little sailing dinghy from David that we had towed. We got it rigged, and Alice had a great time sailing it with Iain. Clare had a try at single handed sailing too.





The next morning was quite sunny, so we were able to have breakfast in the cockpit. The old games always work! I rigged the bosun's chair, and swung Alice around in the rigging. Harry did not seem too keen to try.



We planned an expedition to the beach. Alice and Iain sailed the little dinghy, while Clare, Harry and I took the inflatable dinghy with the outboard. With Clare driving this enabled me to take some photographs and even some video.

The dinghy was anchored off the beach. It was rather windy, but we still did all the usual beach things, and even found a stream to dam. Needless to say Harry managed to find a very muddy patch.

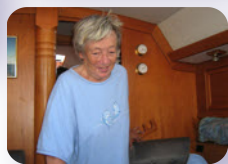




We went back to Ariadne to pick up Dairne, and then went all the way up Newtown creek to Shalfleet. It was quite a long walk to the pub in the village where we had a good lunch.



Back on board Ariadne we sheltered from the weather, and played all kinds of games through the evening.





Chichester

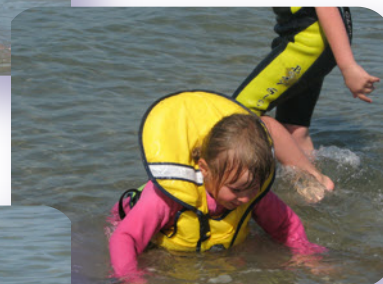
The next morning was very windy, but we were going to go with the wind so we were able to use the trysail which drove the boat along well. This is a rig I have used before. It has the advantage that there is no mainsail to blanket the Genoa, there is very little weather helm, and the boat does not heel. Claire found the boat very light on the helm as we bowled round past Cowes, past Portsmouth and the Spinnaker Tower, through the forts and on to Chichester.



Early in the trip, Harry had shown some sign of sea sickness. We had experimented with Stugeron and it was a tremendous success and he enjoyed the sailing from then on. Moreover it did not make him drowsy. Certainly it was very rough as we approached Chichester and charged up the channel before anchoring at East Head.

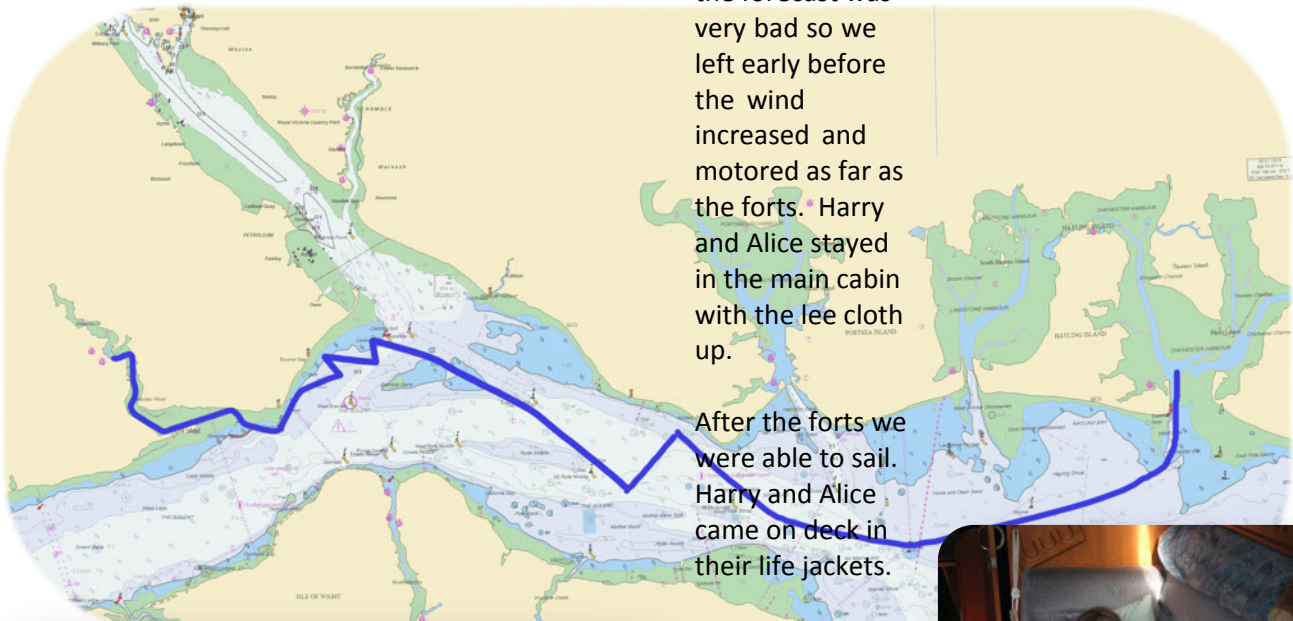
It was too windy to use the little dinghy so we went ashore in the inflatable for another hard day's work on the beach.

That night we retreated up Thorney channel where it was more peaceful.





The next morning the forecast was very bad so we left early before the wind increased and motored as far as the forts. Harry and Alice stayed in the main cabin with the lee cloth up.



After the forts we were able to sail. Harry and Alice came on deck in their life jackets.



Near Calshot the tide turned strongly against us and we gave up sailing and motored into Beaulieu for the night where we were able to visit the Bucklers Hard museum.





The following day we just set the Genoa to broad reach round Calshot and up Southampton Water to Marchwood. As we rounded Calshot the dinghy, which we had been towing successfully for several days started sheering about, and the water worked its way through the plate case. Eventually the dinghy was swamped and we had to heave-to behind Calshot, raise the dinghy out of the water using my handy billy purchase, and empty it. Thereafter we had no more problems.



While Dairne prepared for a party that night, Harry Alice Iain and Clare went to Portsmouth to see the old ships including the Victory and the Mary Rose. There they met up with Neil and Tamsin, Christopher and Kendra.

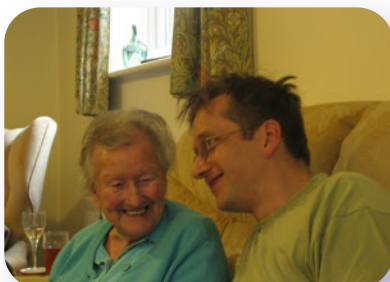




That evening there was a great family gathering. As expected, Kendra took over looking after Alice and they got on extraordinarily well.



Christopher was a tremendous help, and I gave him my camera so that he could get most of the photographs on these pages







After a couple of days to collect their breath, the Kiwi family went north, briefly meeting up with Neil at Kenilworth Castle before going on to Navenby to be with Clare's family for a few days. They then had a week in a cottage rented to them at very beneficial rates by one of Clare's aunts in Norfolk. Then they had a few days in London with David and Bridget before flying back to New Zealand.

(These pictures are from Denis and Iain)







True

When Iain, Clare, Alice and Harry got back to New Zealand, they set about looking for a boat. We would fund it, and they would look after it and pay all running costs. The advantages are

- It gives us a place to stay when we visit NZ that is not on top of a working family
- It gives us all a chance to explore a wonderful cruising ground
- We think family sailing is great for the youngsters
- If either of us survive 7 years, the value of the boat goes out of the estate

After a deal of looking around, Iain and Clare found True, an Orchard 39. She has been around a while, but is well equipped for Pacific cruising. No doubt she will be the subject of future Logs!



The panel at the top of the page shows the location where Iain has got a pile mooring at Panmure, quite close to his home.

The panel at the top of the next page shows the entrance to the Tamaki River that leads up to Panmure. The picture was taken from Dick and Pat's deck.

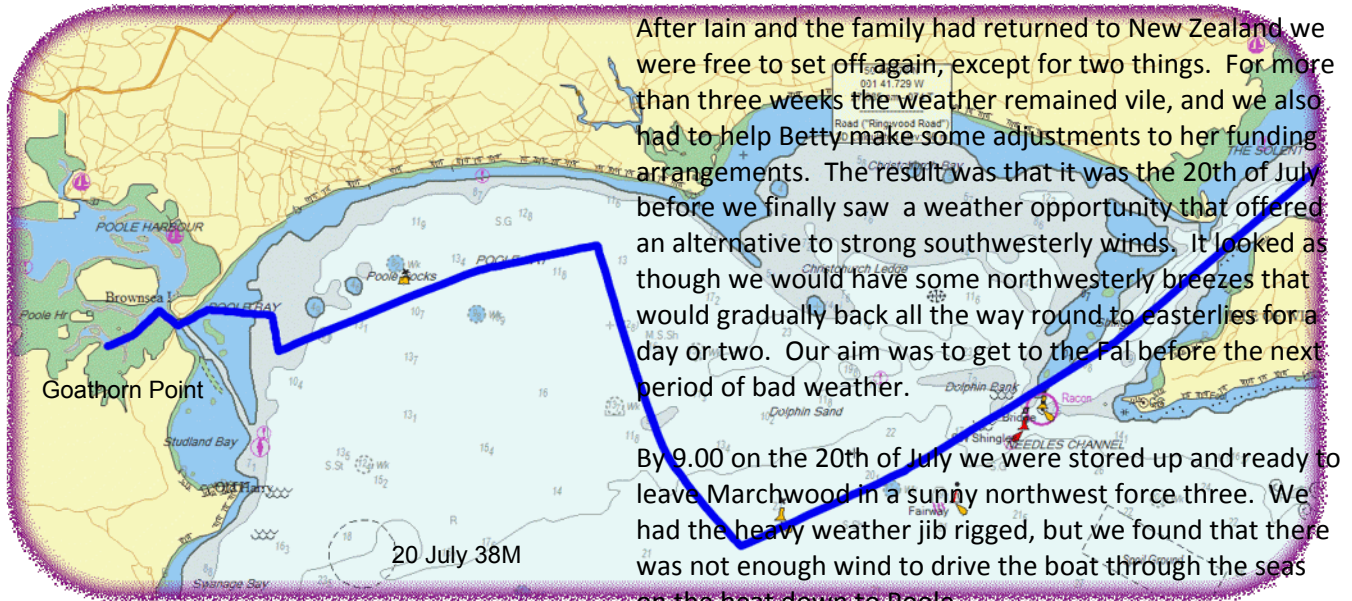




CHAPTER 4

West Country Cruise





Marchwood to Poole

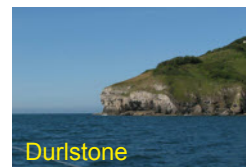
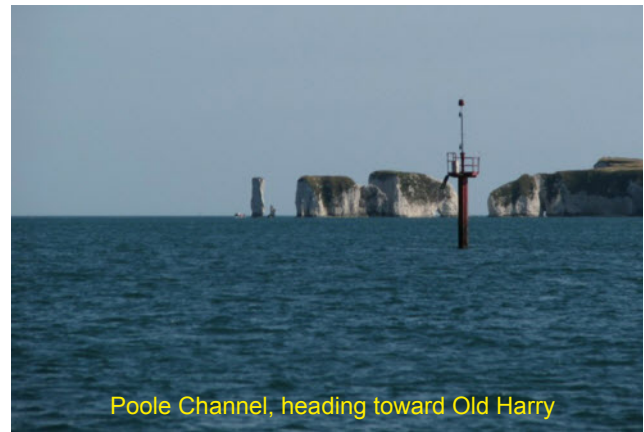
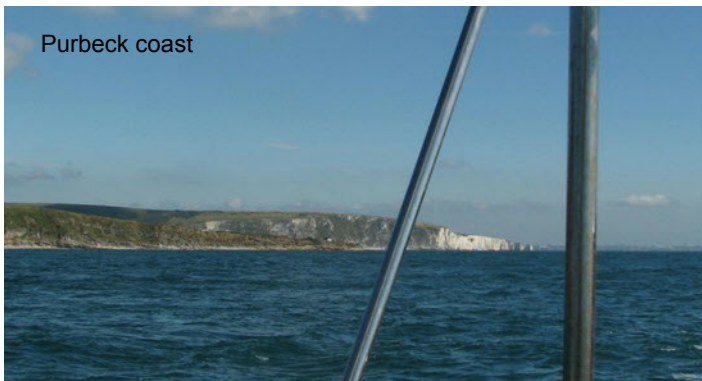


We anchored off Goathorn Point. It is remarkable to realise that this is one of the largest onshore oilfields in Europe.

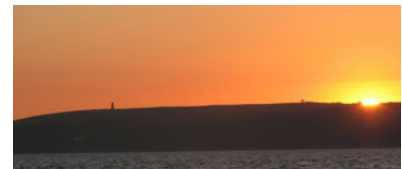
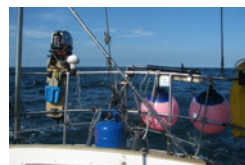
Poole to the Dart

The wind direction was not very kind the next day so we just trickled down to Studland for the night. This was one of the few magnificent sunsets that we were to see for the whole cruise.

On the 22nd, the plan was to motor close inshore as far as St Albans to avoid the foul tide. We knew that we would not be able to stay inshore in Weymouth Bay because the Lulworth gunnery range was active. Even so, we arrived at Portland just as the main channel tide was turning to the west. Unfortunately the promised wind veer into the north west failed to materialise and the wind was on the nose so we had to motor against a choppy sea all the way to Dartmouth.



In the gathering gloom a container ship swept into Torbay to drop the deep sea pilot. From the AIS we could see that she was called Minnesota.





By 1015 the next day, the early morning mist was starting to clear and we set off with the prospect of a gentle broad reach to the Yealm. At first Start Point was not visible but by 1300, visibility cleared as we gybed to head west past Bolt Head and on to the Yealm.

We went alongside the upper pontoon and spent a pleasant evening with Trevor and Leslie from Kishorn.



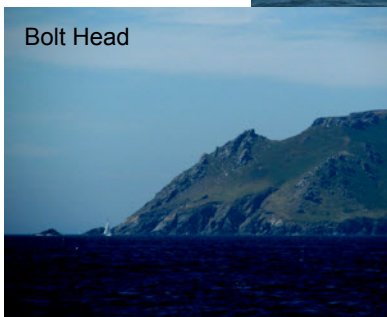
Dart entrance



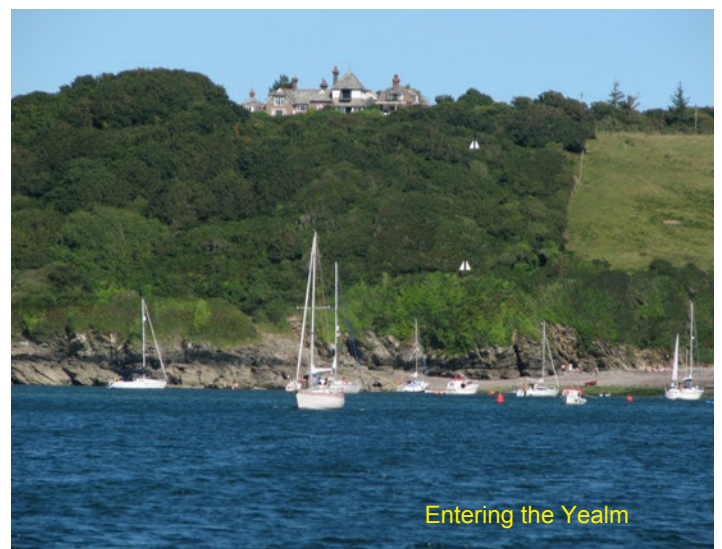
Start Point



Prawle Point



Bolt Head



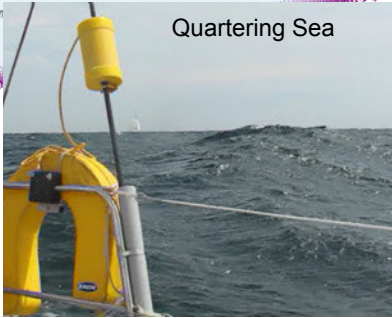
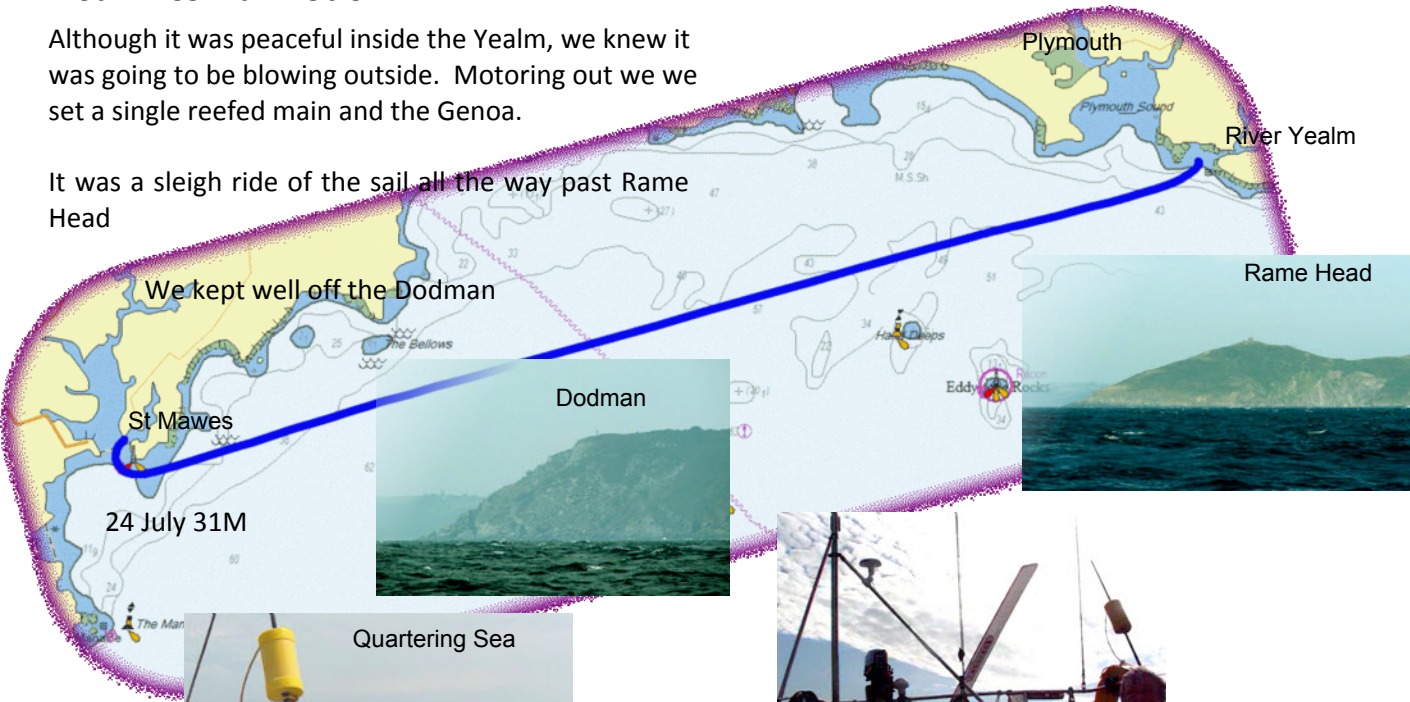
Entering the Yealm



Yealm to Falmouth

Although it was peaceful inside the Yealm, we knew it was going to be blowing outside. Motoring out we set a single reefed main and the Genoa.

It was a sleigh ride of the sail all the way past Rame Head



After rounding Saint Anthony's Head, we brought up in Saint Mawes for the night.

The next day we trickled across to the Helford.





View from Hilda's garden
towards Gull Rock and Dodman



Over the next few days we would go into Falmouth marina, update our weather charts and speak to our friends using their WIFI service. We would then hire a car and visit our friend Hilda at Portscatho before returning to Southampton to attend a memorial service for a good Rustler friend and returning to Falmouth

The weather was set for quite a long period of deterioration, so we decided to go up to the Polruan pontoon where we were delighted to find our friends Marc and Ann on Middy Sun

This turned out to be quite a long stay. At one stage we thought we might go down to the Helford for change of scenery, but the wind was so strong that we returned to Polruan .

On one day, the gig race from Truro to Falmouth rushed by (above)



Hilda and Dairne



River Fal



Jenny Wren



There were three 'liveaboard' boats on the pontoon - this is their mooring of choice in bad weather on the Fal. They made us most welcome.



Ariadne



Middy Sun



During a short trip down the river we once again experienced a serious leakage of diesel from the engine fuel lines. We decided that this would effectively prevent us from safely going to France until it was put right. On the 3rd of August we made arrangements for Cellar Marine to come on board in the Helford on the following Monday, since which time we have had no diesel leaks. The Polruan pontoon is so sheltered from nearly all wind directions that it is difficult to keep the batteries charged, and there is virtually no mobile

phone signal. On one occasion we went to Falmouth for the night for shopping, water and to top the batteries. We took advantage of being alongside to have a seafood meal at the cafe near the Yacht Haven. Our waitress was really sunny, and we both enjoyed the meal and her company.



The weather was still vile, so eventually we returned up the river Fal to the Polruan pontoon. There we waited for several days socialising with our liveaboard friends



For my birthday Marc made me a Turk's head for the tiller, and we purchased two of Anne's paintings to go on the saloon bulkhead board Ariadne.



On one day we anchored below Smugglers Cottage so we could get VHF and mobile phone reception (and for a change of scenery) On another day, we went up to Truro in the dinghy. Approaching Malpas we found a tree where the Egrets were clearly outnumbering the herons. Can the herons compete?



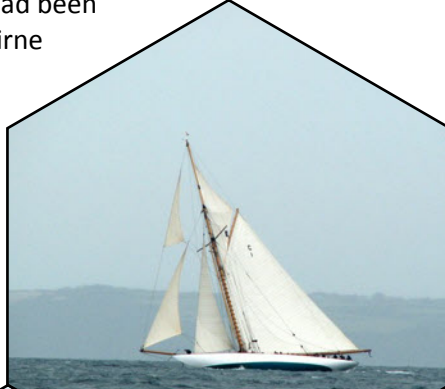
Creek below Smugglers Cottage

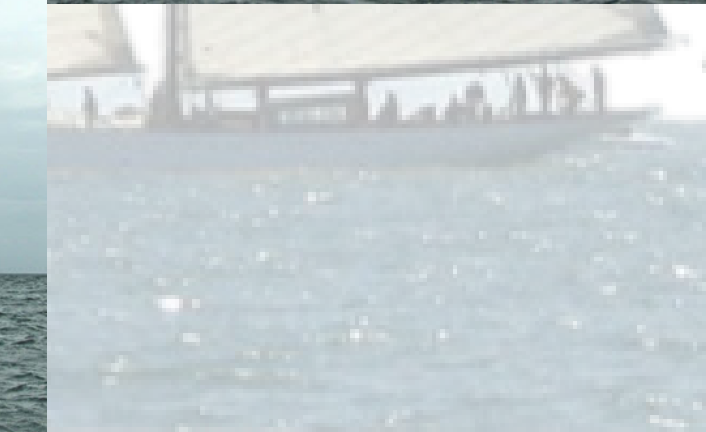


Fal Week - Pendennis Cup

Some years ago, Peter de Savary set up the Pendennis Shipyard to build, restore and repair Superyachts. For this year's Fal Week, the yard sponsored a 'big boat' trophy, the Pendennis Cup, intended to attract back yachts that had been serviced by the Yard. Marc invited Dairne and me to spend the day on Middy Sun to go out and watch these beasts. It was a grey day, with a poor forecast, threatening deterioration later. But it was spectacular, the highlight of our cruise.

Marc had an instinct to place Middy Sun in the right place. Even so, I was glad of image stabilisation and 12x zoom that enabled me to get some breathtaking pictures.

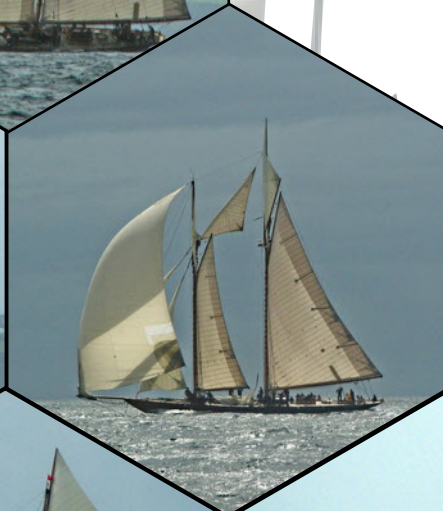
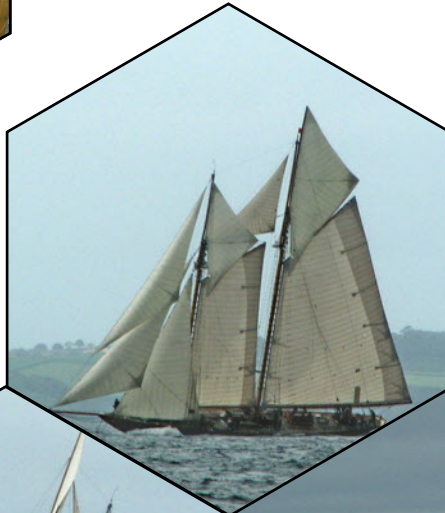












The top banner shows Endeavour dismasted. We do not know how it happened!

As the vessels sped away to the leeward mark (right) some 5 miles away , Marc decided we needed to get back to Polruan before the weather worsened, we set off for the Fal





On the way back into the river, we passed the racing fleets, and saw several classic yachts, including a few Solent Sunbeams racing in the freshening breeze





It would be another three days before the weather settled sufficiently for us to move on. We had already abandoned any hope of going to France because the long range forecasts indicated an almost continuous string of depressions coming across the Atlantic.

Eventually on the 14th of August we were able to see a couple of clear days so that if all went well, we could get round to the Dart before another period of bad weather set in.

In the event we had a glorious sail, with the added bonus that with only a slight diversion we were able to be near the big boat gybe mark and get some more wonderful pictures.







The extended outlook was so dire, I wrote it down. It read: "A trough of low pressure will swing seawards across Biscay late Thurs and early Fri, followed by a brief ridge of high pressure. An area of low pressure will move NEwards from Atlantic Fri centred over UK as a deep feature by midday Sat, thereafter moving NWards towards Iceland and slowly filling. Another brief ridge of high pressure will follow. Yet another deep Atlantic low is expected to move Ewards toward SE Iceland on Sunday. The Azores high will be conspicuous by its absence throughout this Fcast period. Winds should remain below limits across English Channel waters, Lundy and Irish Sea until later Fri or Sat. Otherwise strong winds are expected across all areas though a lull to below limits is possible for a time later on Sat or Sun. Later on Sunday gales are possible for Fitzroy, Sole, Fastnet and Shannon"

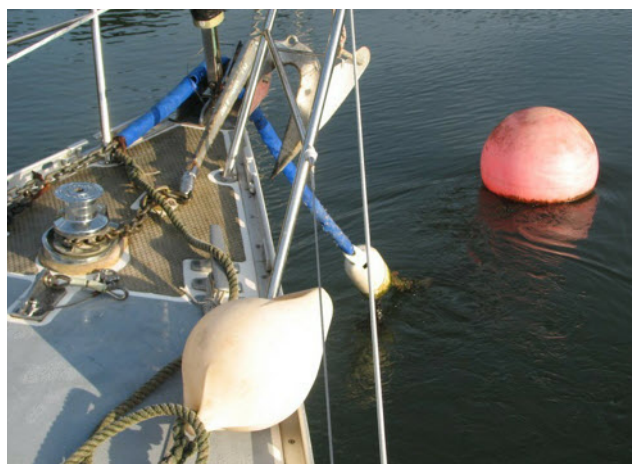
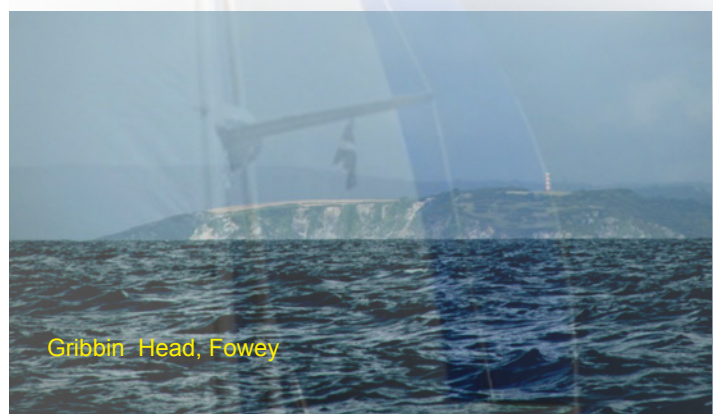
It had been like that all Summer!

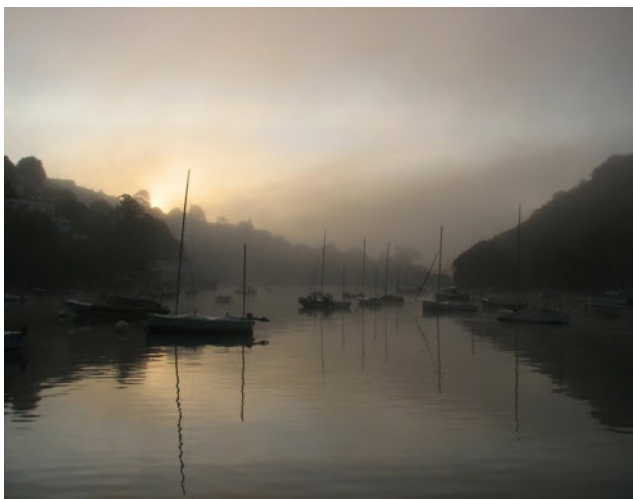


Fal to the Yealm

The swell was much less than expected so we opted to go on to the Yealm. This was a very broad reach and cursing chute was deployed. We carried it for more than 3 hours.

We helped ourselves to an empty buoy in the Yealm at 1910.





From the Yealm to the Dart

The early morning mist indicated light winds. We were on our way before 8.00 but had to keep motoring until nearly 10.00 when we were just less than 4 miles from Bolt Head. A light southwesterly breeze developed, so we had a dead run goose winged until we reached Start Point. We gybed close to Start Point and took a broad reach in towards Slapton Sands before gybing again and heading towards the Dart day mark.

Over the VHF we realized that there were no marina berths available, but with bad weather on the way we decided to take a chance and go on up to Dittisham to see if we could get a buoy. We did, but only by gazumping a motorboat that had overtaken us coming up the river.





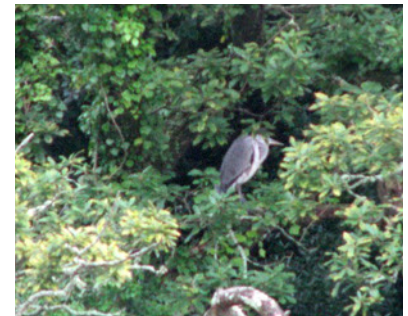
Ariadne at Dittisham



Hiding in the Dart

There followed four days of really bad weather, and we just stayed at Dittisham, occasionally going ashore to the pub for lunch, watching the herons in the trees nearby, the rain come down and the wind blowing through the treetops.

Communications tend to be poor in this part of the River Dart, so on the 19th of August we went down the river and managed to secure a berth in the Dart Marina. At over £50.00 for the night it was very expensive, but it gave us access to shore power and the shops. Also, we could leave the boat there safely and go for a ride on the Dart Valley Railway, something we had always promised ourselves, but had never achieved.

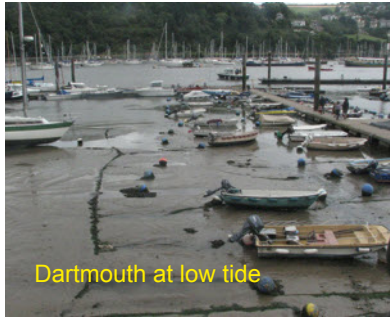


Adjacent to our mooring we identified a Heron's nest. It seemed Mum was looking after the young, but Dad had to stand in the river below and was not allowed near the nest. Just like humans really!



View from Ferryboat Inn





Dartmouth at low tide

Dart Valley Railway

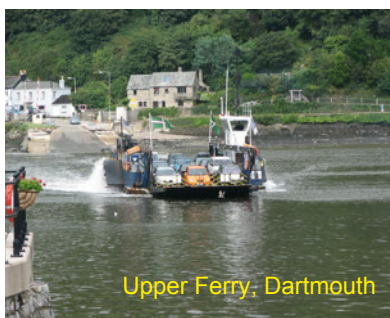
Oozes nostalgia, purveyed through sound and smell of mixed oil and steam.

Running from Kingswear to Paignton, there are good views over Torbay and out past Brixham to Berry Head, but only glimpses of the Dart Valley.



Dart Valley

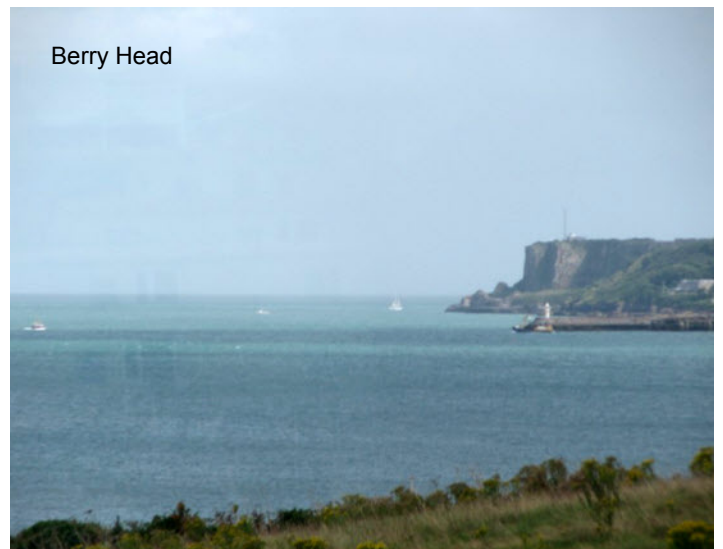
Just up river from Kingswear, the line crosses the landing for the Upper Chain Ferry, another fine example of Edwardian engineering



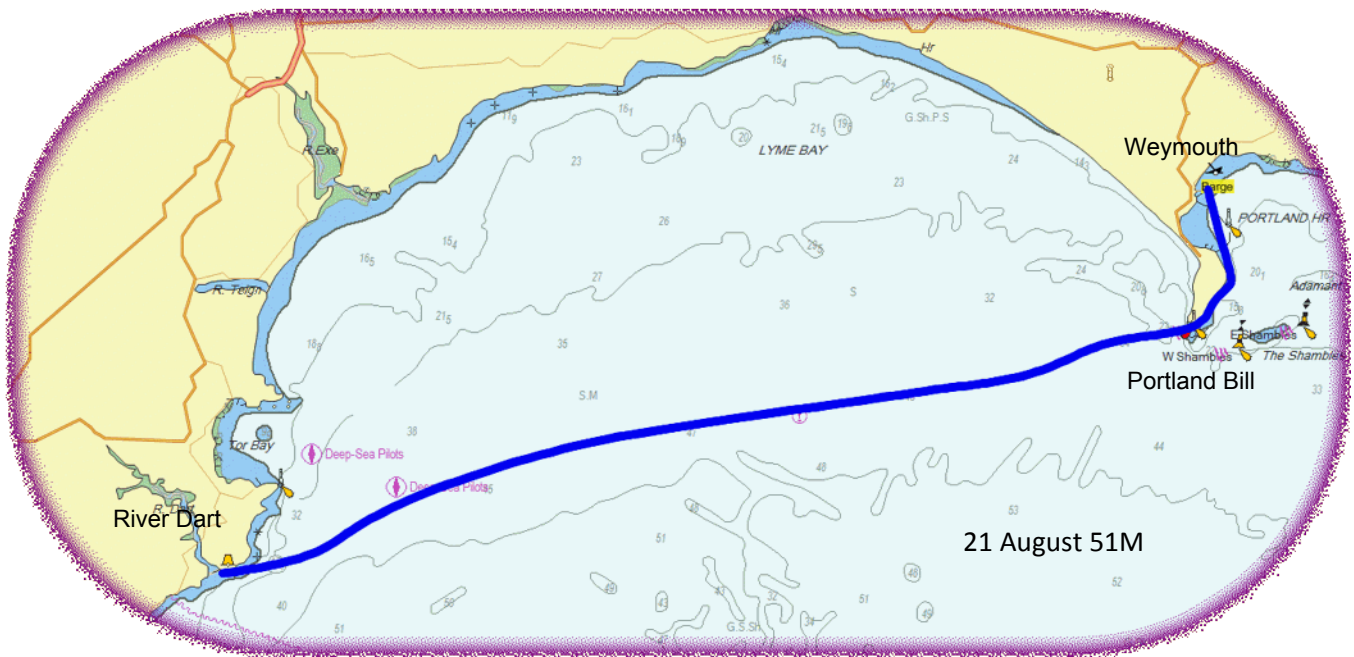
Upper Ferry, Dartmouth



Torbay



Berry Head



Dart to Weymouth

We moved out into the middle of the river Dart and anchored in pouring rain having picked up some fuel. This would make it very easy to get away the following morning, the 21st of August.

By 0815 we were under way. Motoring out of the river we found a very light wind and only a slight swell. It was a mixture of sailing and motor sailing until 10.00. Our ST 4000 auto pilot started playing up in the swell, but the breeze was sufficient for the boat to sail on wind vane all the way across Lyme Bay.

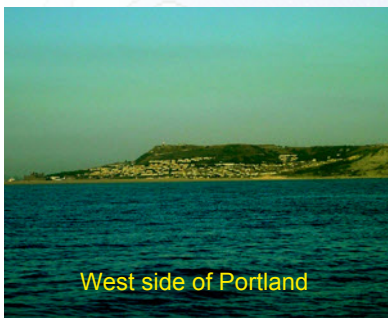




As we approached Portland a French yacht flying a spinnaker overtook us and went inside the race but then seemed to head to seaward, as if intending to cross the channel to France. Then as we were rounding very close to the Bill itself, a red flare was seen from the middle of the race. It seemed the French yacht had been drawn back into the race by the foul tide which had just turned against us, and been rolled and dismasted. One of the fishing boats pulled the yacht clear of the race and waited for the Weymouth lifeboats to arrive and tow her in.



Lifeboat going out through the race



West side of Portland



Passing the tip of Portland Bill



The French yacht under tow



Casualty under tow



Cliffs near Weymouth



Weymouth to Studland

The next morning, a fickle breeze off the land drove us gently towards Saint Albans under cursing chute. Staying fairly close to the coast, we passed Dirdle Door, the great rock arch; past Lulworth Cove; and past the Kimmeridge Ledges.

Approaching Saint Albans the wind faded altogether and the engine was turned on. We could see boats in Chapman's Pool as we closed Saint Albans Head.



St Albans from West



Chapmans Pool

Chapmans Pool from the clifftop when we visited many years ago in Fay-A, and when I had the energy to climb the cliff!





Purbeck quarries



St Albans from East

We motored past the Purbeck cliffs with all the quarries from which the stone had been extracted in former times. Rounding Anvil point there was a little bit of breeze and we had a short beat down towards old Harry before turning to anchor in Studland.



The weather was set to go downhill for a couple of days, so the next day we motored into South Deep in Poole Harbour. It was now the bank holiday weekend but the forecast was so dreadful that there were only three or four boats there. The next couple of days were very windy but we were comfortable enough. This was really the end of the cruise. We would go back into the Solent and spend a few days pottering about but that was just using up a few more days before we finally decided to go home.



Studland



South Deep



As we went down to Chichester we saw Calshot Power Station steaming, a very rare sight!

On the right, the angle was just right for this 'ancient and modern' pic of Spinnaker Tower and one of the forts just outside Portsmouth.



We had never explored the Emsworth Channel in Chichester Harbour. Even though the weather was grey, we found plenty of colour.



Just Pottering

We had a few days in the Solent including a few days in Chichester. This page just shows some views.



Back in Southampton, we quickly got used to negotiating the shipping and ferries!





