



Westward Ho!

Teal's 2018 Cruise to the West Country



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*This was our second summer cruise in **Teal**, but Lyme Bay is a significant obstacle, so it felt like quite an adventure. The crew, seen above comprised Dairne and Graham, joined by their son Iain who flew over from New Zealand to join them in Fowey.*

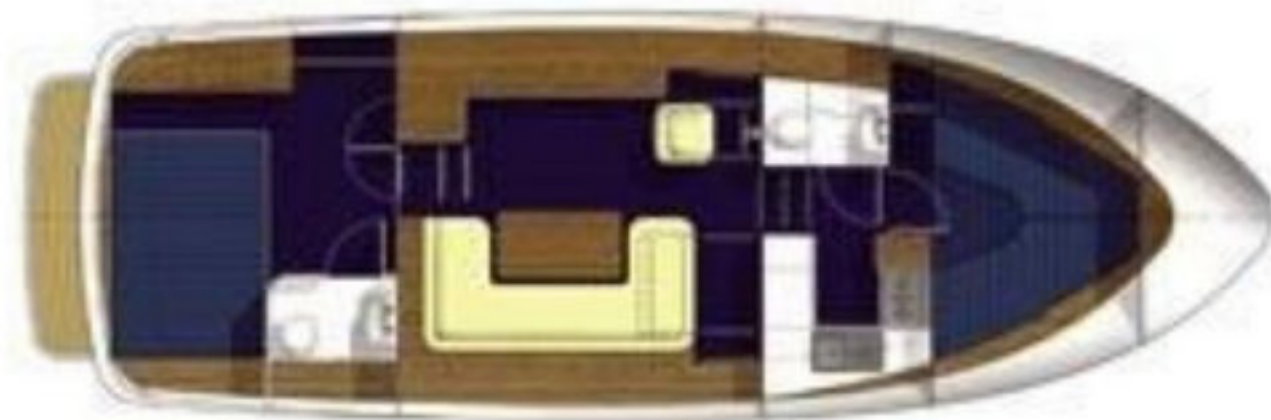
To learn more about us and our previous cruises visit www.mvteal.co.uk

There is also a 37 minute video version of this Log which can be seen at <https://youtu.be/2lhq4xT83o0>

The cruise was organised by the Royal Southern Yacht Club, and the help and support from all the other boats was much appreciated.

The overall chart of the cruise is on the back cover





DIMENSIONS:

Length (Hull): 10.7m (35'1")

Beam: 3.8m (12'6")

Draft: 1.1m (3'7")

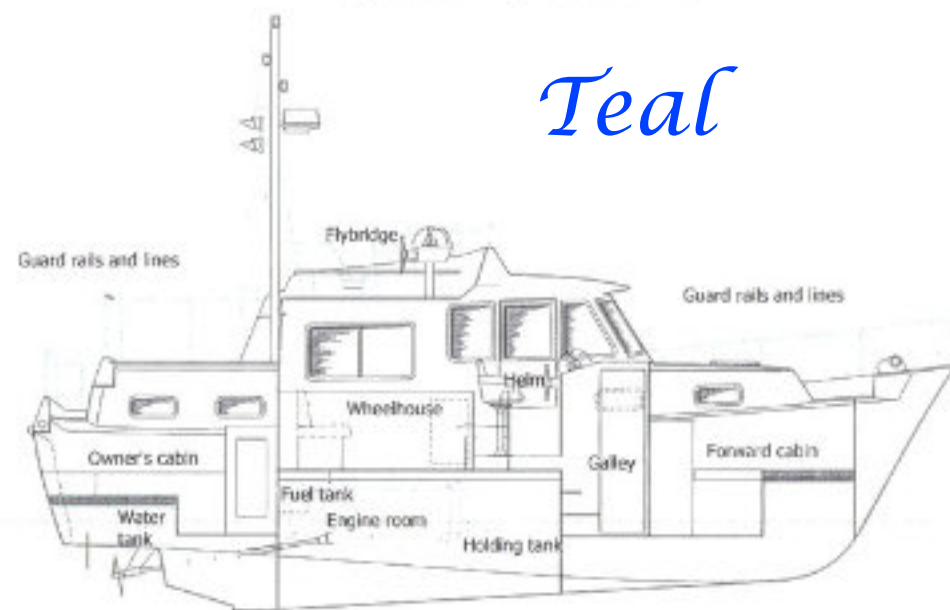
MACHINERY

2x Perkins 265i Diesels

Fischer Panda 4kw generator

Displacement: 9,000kg

Cruising speed 15 knots



Teal



Featuring

Teal
The West Country

Cartography

Navionics
Google Earth

Photography

Graham Rabbitts
Jerry Eardley
Google Earth

Weather Maps

Met Office
Netweather
Zygrib
Ventusky
BBC

Image Editor

Serif Affinity Photo (Windows and iPad)
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Faststone Image Viewer

Text Editor

Serif Affinity Publisher Beta

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Pat North
Iain Rabbitts
Jerry Eardley

Editor

Graham Rabbitts

(For route chart, see back cover)
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GETTING AWAY

We thought our cruising days were over

But a spell of benign weather in the summer of 2018 enabled *Teal* to take us to Falmouth and the Helford River

Our 2018 cruise started to form at the end of May. The Spring weather had been persistently cold and wet; many boats were late launching. But at the beginning of June, the weather suddenly changed. It reminded me of the "Summer of '76". In that year (1976), we were living in Newcastle. At some time during 8 of the 10 months leading up to May 1976, we had seen snow. It had even snowed during the first week of June. Then quite suddenly, the weather had changed, and the heatwave started which persisted, at varying intensity, till the middle of September.



Eventually, a Minister for Drought was appointed (Denis Howell). It was toward the end of the hot spell, and a few weeks later, it rained heavily and he was re appointed as Minister for Floods!

Could 2018 be similar? We could only hope (apart from the floods!)! (It would be July before the weather forecasters were confident enough to publicly make the same comparison)



Michael Fish, weather forecaster, 1976

delayed by 2 days due to moderate seas in the Channel. The result was, that although we met the RSrNYC fleet at Guernsey, we had needed a lay day for Dairne to rebalance her medication, and it was impossible to keep up with the fleet. So, in 2018 we decided that we would try and leave



Denis Howell -1976 Minister for drought and floods!

After a successful cruise to the Channel Islands in 2017, organised by the Royal Southern Yacht Club, we decided to join their fleet travelling to the West Country in mid-July 2018. However, We had already learned that motor boats do not like waves, and it is essential to pick your weather. With Dairne's limited mobility, we reckoned we needed a sea state of "smooth or slight" to make a comfortable passage. On the 2017 cruise, we had been



early, and get across Lyme Bay, then wait for the fleet to arrive. As Pat North, the event organiser said, "That's good. You can catch up from in front!"

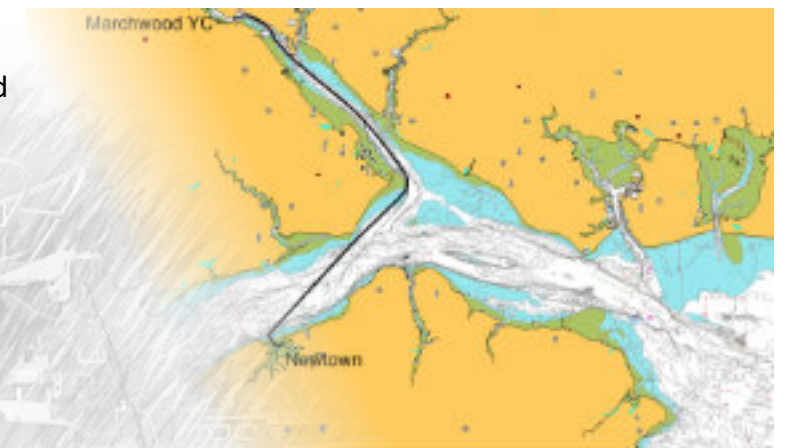
The Royal Southern Yacht Club programme was planned to start with a cruiser race from Lymington to Portland on 21st. July. Our broad thinking was to leave the Solent about a week

Location: Portland 50°23'N 1°02'W									
Time: 12:00 UTC on 12 July 2018									
Units: m/s, km/h, mph, knots, deg C, deg F, mm, in, ft									
	12 JUL 12:00	13 JUL 00:00	13 JUL 06:00	13 JUL 12:00	13 JUL 18:00	14 JUL 00:00	14 JUL 06:00	14 JUL 12:00	14 JUL 18:00
Wind (km/h)	10	10	10	10	10	10	10	10	10
Wind (mph)	6	6	6	6	6	6	6	6	6
Wind (knots)	5	5	5	5	5	5	5	5	5
Wave (m)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Wave (ft)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Temp (deg C)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Temp (deg F)	59.0	59.0	59.0	59.0	59.0	59.0	59.0	59.0	59.0
Humidity (%)	75	75	75	75	75	75	75	75	75
Pressure (hPa)	1013	1013	1013	1013	1013	1013	1013	1013	1013
Pressure (inHg)	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0

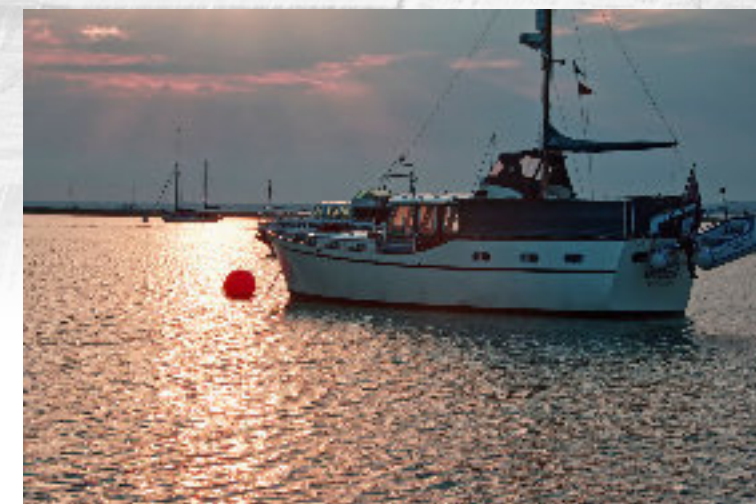
Zygrib Forecast for Solent 12 July

earlier. Anxiously, we watched the weather which we could see for about 10 days ahead using Netweather or Zygrib apps on the computer. There were signs of a short period of unsettled weather on the 15th and 16th July, so we slightly advanced our plans.

After refuelling on the 11th, we hauled out for a scrub at Marchwood YC on the 12th July.



Then we loaded the last perishables, and made our way to Newtown for the night.



We were on our way!

As so often happens, Newtown treated us to a golden evening.



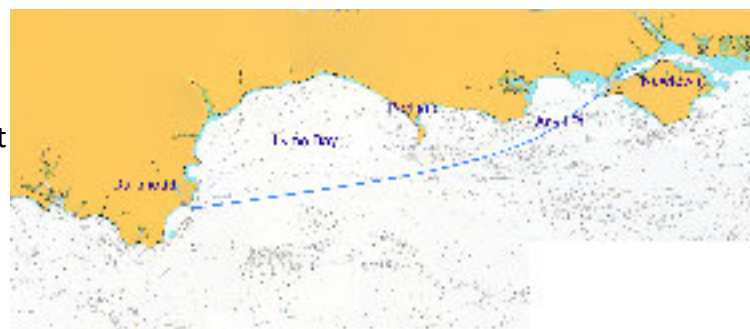
FRIDAY 13TH!

We woke to a beautiful morning

Despite the ominous date, the forecast was so good that we decided to make a long passage, direct to Dartmouth. For Lyme Regis to Lands End, the Inshore forecast was . *"Variable, mainly North or Northwest 3 or 4; smooth or slight; Fair, with showers later; Good"*. Nearly Perfect!

Teal started the engines at 1010, cleared the weed from the chain, and proceeded through Hurst and past the Needles at about 15 kts.

By 1200, we could see Anvil Point, three miles away, as we charged towards Portland.



From Newtown to Dartmouth



Purbeck cliffs between Swanage and Studland

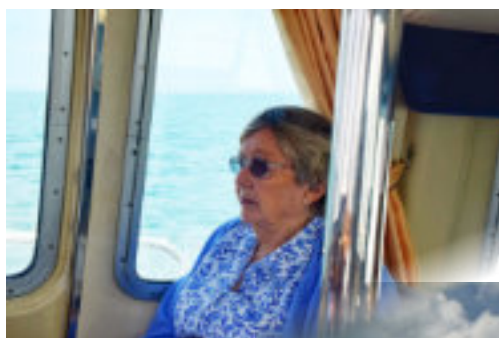
The sea was amazingly smooth.

I had loaded a route that took us 6 miles south of Portland Bill, to keep just clear of the Portland Race.

As we approached it was clear the race would be in a benign mood, so we cut the corner and passed only 4.4 miles south of the Bill (the haze removal from the photo makes it look a lot closer).



Portland Bill at 4.4 miles



Dairne

At 1325, we slowed to 900 rpm (about 8kts boat speed, though we had 11 kts over the ground).



Approaching the Mewstone (River Dart)

It allowed Dairne to move about the boat and for us both to enjoy smoked salmon and Philadelphia on thins for lunch.

There was nothing in sight, except a few boats making the same or reverse passage. At 1515, the Devon coast emerged from the mist.



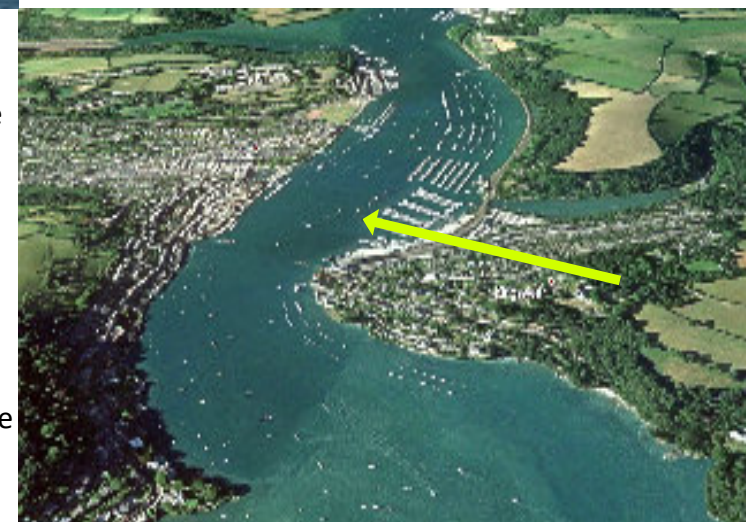
River Dart Entrance

Then, back up to speed. At 2300 rpm we were making about 16kts SOG ("speed over ground"), and that got us to the Mewstone at the entrance to the river Dart by 1550.

Teal had taken five and a half hours from Newtown. Motor boats do have their plus points!

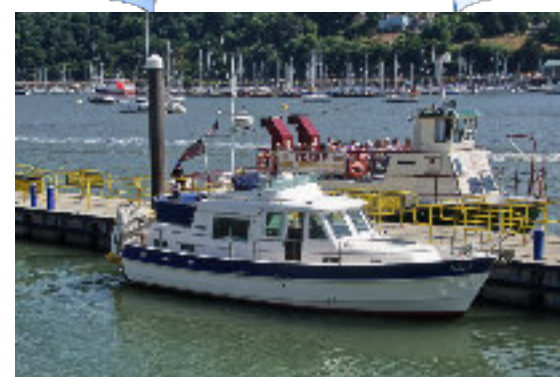
By 1640, we were anchored in the pool off Kingswear, opposite Dartmouth.

We spent a peaceful evening on board listening to the first night of the Proms.



We anchored just off the Darthaven Marina

Saturday 14th July, Dart



As expected, a calm sunny morning. Having chatted to the harbour launch about possibilities for getting Dairne ashore, he offered us a vacant berth inside the town pontoon, an offer I gladly accepted. He even went over there to accept our mooring lines.





Dartmouth

It was fascinating watching the comings and goings of the trippers and the various ferries and vedettes. The steam train from Kingswear to Paignton was a fine sight (and sound).

I went ashore to get a new chart portfolio (having forgotten my rather old Falmouth to Torquay set).



That evening we booked into the Royal Castle Hotel (left) for dinner where we had the best turbot dish either of us had ever tasted.

Sunday 15th July



Right: Anchor Stone

Below: Dittisham



Right: Galmpton



Another hot, sunny day with a light breeze. We wanted to go up to Dittisham, and decided the best time could be early afternoon when the weekenders had departed. It did not work. At about 1400 we left and headed up river. As we approached the Anchor Stone we could see

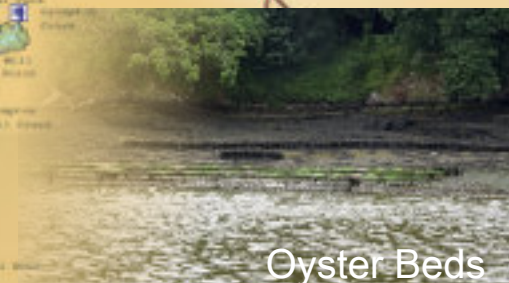
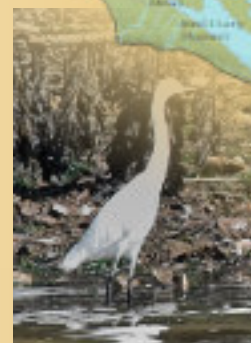
that all the visitors buoys were occupied. I spoke to one motor boat with the intention of rafting alongside, but he said he was waiting for a bigger mooring to clear. We decided to proceed up river and come back an hour later to see what the situation was then. After rounding Gurrrow Point, there were several yachts anchored in an attractive looking spot. It looked very peaceful, so *Teal* anchored there. It is a lovely anchorage.

In mid afternoon, I took little notice of a leisure fishing boat going past

upriver at a little above the regulation 6kts. A few minutes later, I heard his engines change as if he were manoeuvring, possibly to anchor. I thought nothing of it until the Vancouver 28 that had been anchored ahead of us motored by and asked if we had heard the crash. Looking more closely I could see that his anchor was on deck, and his jib furler was broken at the deck and hanging loose. It had obviously been a high speed crash and a lot of damage had been done. Apparently he had been hit by the fishing boat, and that was what I had heard. He was on his way back to the marina to start organising the claim and the repairs. What a pity!

Teal was a little too far out, so I re-anchored in the place where the Vancouver had been, a little further away from the main ferry track. The downside was that, in our previous spot we had had line of sight to Galmpton, and a very strong mobile signal. In the new spot, there was virtually no signal at all, even though it was only 100 metres away.

At low tide a quite extensive set of oyster beds was exposed.



Oyster Beds

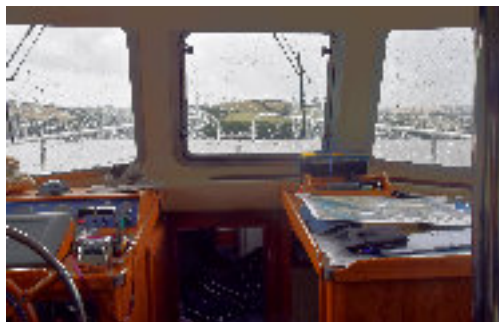




Monday 16th July

A slight mist in the morning burned off slowly, with little wind. It was very peaceful

There was a grey heron fishing nearby, and I even saw a seal surface briefly less than 20 metres from *Teal*.



The Harbour Patrol came alongside asking if I was the boat that had been hit. I told him what I knew.

As forecast, the weather was showing signs of deterioration. The barometer was dropping slowly.

By 1350 there was a light drizzle, and the wind was increasing - about F3/4. The rain only lasted 30 minutes, but the breeze persisted till the evening.

This was a very lazy day, finished off by watching a Bond film on our little television.

Tuesday 17th July

By 0900 the cloud had increased and there was a light drizzle. Only a gentle breeze. The sky started to clear about 1100.

Melon with Parma Ham, followed by Belgian buns was an enjoyable lunch, and seemed to say something about the Brexit row going on in parliament - but I am not sure what!



In the afternoon we were graced by a visit from a large Egret. The blue sky gradually increased, and the wind freshened during the afternoon. We stayed put.

In the evening, we watched "A Man for all Seasons" on DVD. It turned out to be a parable about Brexit! Paul Scofield's brilliant performance as Sir Thomas More represented the "remainers", refusing to support King Henry VIII ("Jacob Rees Mogg, Brexiteer") in his attempt to leave the domination by the Pope ("The EU"). History is repeating itself! It should be compulsory watching for all MPs. Sadly, the film ends with Sir Thomas being beheaded, brought down by the perjury of one of Thomas Cromwell's aides. (Slightly reminiscent of £350m per week for the NHS). Maybe the remainers should reflect on that.



Wednesday 18th July



A colder, greyer day. We had decided to explore the Dart up to Totnes, something we

had not attempted in *Ariadne* with her 1.8m draft. So we were awake earlier than usual, and weighed anchor at 0830 - about half tide up.

With engines doing barely more than ticking over we were swept up the river by the tide, making about 6kts SOG ("speed over ground").

It is a beautiful river. We saw some wildlife, including seals and a flock of geese.

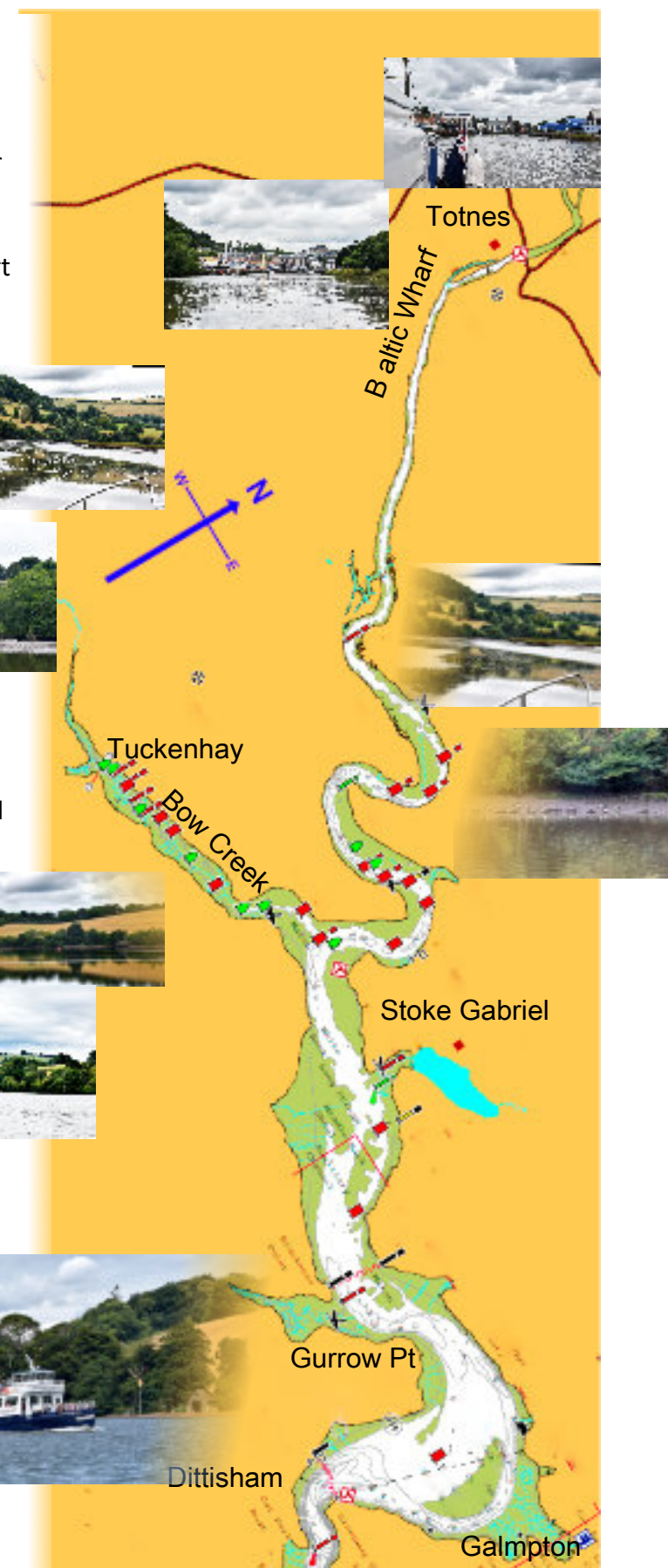
We went as far as Baltic Wharf, then turned round and proceeded down river.

Most of the channel is well marked by buoys, but you must follow the sweep of the river rather than go buoy to buoy. The plotter, was invaluable. Dairne monitored the chart and Dart Harbour guide.



As we passed Bow Creek (which dries) we

decided to explore, and managed to get right up to Tuckenhay, despite missing one red buoy tucked in close to the bank. Depth below keel dropped to 0.4m!





Bow Creek

Over the years, we have made several visits by dinghy to the Maltsters at Tuckenhay. The only disastrous meal was when it was briefly under the management of Keith Floyd, the TV chef. Otherwise it has always been excellent. If the tides were perfectly aligned to eating times, I would happily go there again. There is a good pontoon and a ladder that I think Dairne could just about tackle.

This was the first day since we bought the boat that I used the steering wheel all the time. Normally, the autopilot does a better job. But, with one eye on the plotter, and the other on the echo sounder, hand steering seemed essential.

As we had been unable to get a phone signal at the anchorage off Gurrow Point, we went a bit further down river and picked up a buoy for 30 minutes so I could get a Zygrib file to look ahead at the weather for our next major leg to Fowey,



The Maltsters, Tuckenhay

planned for the 24th July. Although some days off, we needed to keep our son Iain advised of our plans so he could join us, hopefully in Fowey. (Iain would fly over from his home in Auckland, New Zealand to inspect *Teal* and "have a go"!) The weather maps were really promising for a motor boat, but it looked like there would be little wind for the Royal Southern yachts with whom we would make the passage in company.

We then returned to the Gurrow Point anchorage for even more peace and quiet. We like that anchorage.

I noticed on my phone that, according to Marine Traffic, our friend and fellow Marchwood YC member, Bob Hendicott had reached. Svalbard aboard his *Rustler 36*, *Rosinis*. Quite an achievement.

That evening we watched *The Italian Job* - light relief.

As the light faded it was very still.

Anchorage between Gurrow Pt and Blackness Pt



Thursday 19th July

The day dawned with a golden sunrise and the promise of a beautiful day.

Our son Iain was well on his way from Auckland (NZ), and would join us in Fowey on 24th after spending a few days with other parts of the family.



A beautiful summer's day



Approaching Dittisham on the way down river

Mid morning, we potted down river to see if we would get on Town Pontoon for shopping and water. The only available berth looked too short, so we went to the mid river rubbish pontoon where water was also available. Our attempt at anchoring in the Pool at Dartmouth was frustrated when the anchor winch

tripped when I had 9m of chain out - just touching the bottom. I called Dartnav, the harbour launch, and within minutes, one of the harbour launches was there helping me recover the chain by hand. They then arranged for *Teal* to be moved to Town Pontoon so we could moor while I sorted out the problem. After a few phone calls, I remembered where the trip switch was located (near the battery switches), and the crisis was over.

Then shopping. Two trips round the Coop, and a visit to the pie shop,



The pool at Dartmouth

where they told me about a fish stall in the covered market. Two handfuls of king prawns finished off the shopping.

I made a brief visit to Dartmouth YC to discover the arrangements for the Royal Southern YC visit.



Covered market



Town Pontoon, Dartmouth

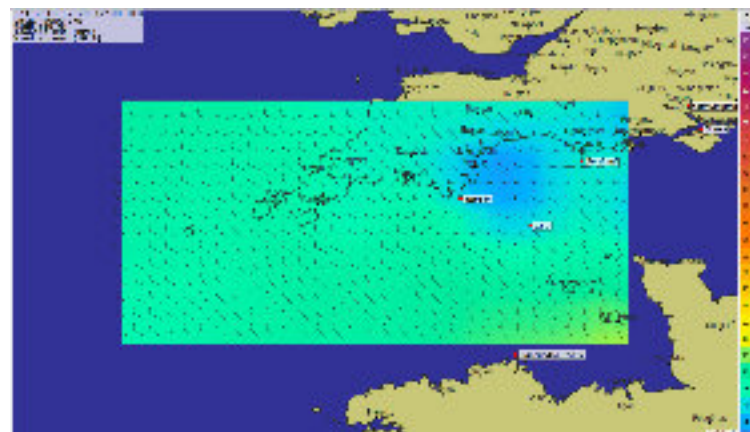
In the evening, we watched another Bond film - *Goldfinger* (who reminds me of Donald Trump - do you remember when we thought it was fiction?)



Friday 20th July

Up at 0700 on a sunny, calm morning to get the Maritime Safety Information forecast. Still looking benign, though a weak front was expected at the end of the day

During the morning, Leonard and Anita came on board for coffee. They are relocating their 40ft Jeanneau to Northney Marina (Hayling Island), so will be new 'neighbours' in The Solent.



Zygrib chart for noon on 20th July. Note calm patch in Torbay



Looking North from Gurrw Point anchorage

We left at 1215, refuelling with 451 litres before going back to Gurrw Point anchorage. Leonard and Anita were hoping to get to Dittisham. If that was too crowded they would join us, but it seems they managed to find a suitable buoy.



Radio controlled model laser

We spent a peaceful afternoon listening to Carl Jenkins music. When there was a little more breeze I tried the radio controlled model Laser, but I was foiled by strong tide and dirty battery terminals. I had to recover the Laser with the dinghy.

In the late afternoon, the wind freshened under a bright summer sky. The cloud. Increased as a forecast weak front approached, but faded during the evening. Geese, an egret and a swan visited Gurrw Point.



It had been a quintessential summers day, so cold meat and salad followed by raspberries and cream seemed appropriate.

The dvd that evening was the original Steve Maqueen - Faye Dunaway "Thomas Crown Affair" - my all time favourite film. Clever, witty, beautifully shot, despite the very 1960s costumes, editing and special effects.



Saturday 21st July

A calm, grey, morning with a slight mizzle at first.

A WhatsApp message confirmed that the Royal Southern YC fleet had departed Lymington for Portland

A message arrived from Jerry Eardley, who is circumnavigating UK single handed in his 30ft gaffer, "Sea Thrift". After a week with friends in the Orkneys, he had arrived in the Sound of Harris. Temperature 12C, and "no useful wind"; jealous of our mini heatwave!



Summer sky



Gurrw Pt

I spoke to my other son Neil who confirmed Iain had arrived from New Zealand. Then I texted Iain who rang in the evening after visiting Clare's parents (his in-laws) in Navenby. We were looking forward to him joining ship in Fowey on 24th.

Otherwise – a peaceful day, with little wind, and a peaceful sunny evening.

WhatsApp chat indicated that the Royal Southern fleet had had a slow day getting to Portland.

Sunday 22nd July

A truly beautiful, calm, sunny, almost cloudless morning. WhatsApp revealed that the Royal Southern YC fleet had



Teal on the Deep Water pontoon

departed Portland and dodged the lobster pots at Portland Bill in flat calm conditions.



Kuutar arriving in Dartmouth

We moved across the river onto the Deep Water Pontoon, and awaited the arrival of the Royal Southern Fleet



We welcomed our friends, helped them moor, then had a peaceful evening.

Royal Southern fleet on the Deep Water pontoon, Dartmouth



Monday 23rd July

An interesting morning!

It started by running out of gas, so the cylinder had to be changed.

A couple of phone calls established that propane was available at

Darthaven marina. The Walker Bay was launched, with electric outboard, and I made my way to Dartmouth Marina and got a new propane cylinder.

That sorted, I thought I may be able to get the remaining shopping in the local shop. After a long walk, I found the village shop in Kingswear. They had bottles of water at £1 each. When I commented that they were expensive, I was asked to explain. I said that if I bought 6 bottles at Sainsbury, it would be about half the price. The response was "We are not Sainsbury's". Her partner then said "If that is what you want, why not go to Sainsbury?" So I replaced the bottles, and the bread, and said, "That sounds like a good idea" He said "I think you are very rude, so if that is what you want, why don't you leave, and don't come back?". I said I agreed with that, and left. So much for Kingswear!



Dartmouth Town Pontoon

Iain reckoned he would join in Fowey late afternoon. Shopping recovered, and complete, I made my way back to the dinghy.

As I got to the dinghy pontoon, I had another call from Dairne's disability alarm service. There was no power to her button alarm at home. With my consent, they then checked with a neighbour who informed them that there was a power cut. They rang me back and told me. Later, as I got on board *Teal*, Scottish and Southern Electricity rang to check that Dairne was OK (she is a priority



Teal on the Town pontoon (on the inside in this picture)



Dartmouth Yacht Club

allowed to use the outside of the town pontoon between 1700 and 0830 the next morning (except for one berth). However, we were ready hovering at 1700, and the harbour staff called us in first as they knew of our need for wheelchair access. In practice, they were extremely helpful.

It was a short push with the wheelchair to the Dartmouth Yacht Club, where we had an excellent meal and good company.



Royal Southern YC supper at Dartmouth YC

The rest of the Royal Southern fleet had a dinghy trip back to the Deep Water pontoon after the supper. We were luckier, with just a short wheelchair push back to *Teal* moored on the Town Pontoon, where we were able to stay for the night.

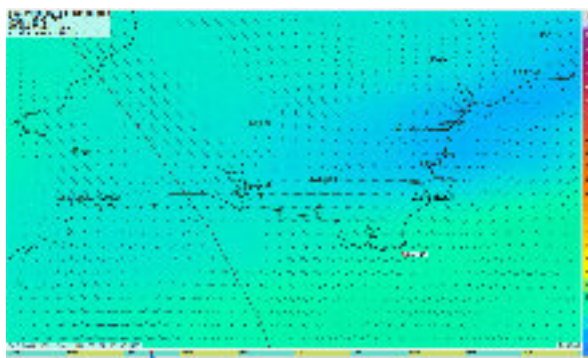


Teal alongside Town Pontoon, Dartmouth (inside in this photo)

customer). It is good to see that these emergency services are functioning.

After lunch we prepared to move to the Town Pontoon, so we could get Dairne ashore in the wheelchair for the evening dinner at Dartmouth YC.

As soon as it was available at 1700, we were alongside the Town Pontoon. Although the Dartnav harbour staff cannot pre-book space on the town pontoon, vessels are



Zygrib weather map for afternoon of 24th July

Tuesday 24th July

We were glad to have the opportunity to get back to sea. The Dart had been welcoming, but we had been there for a whole week. At times it had been hot, and a cooling breeze at sea would be welcome.

The Inshore Waters forecast was ideal for motorboats:

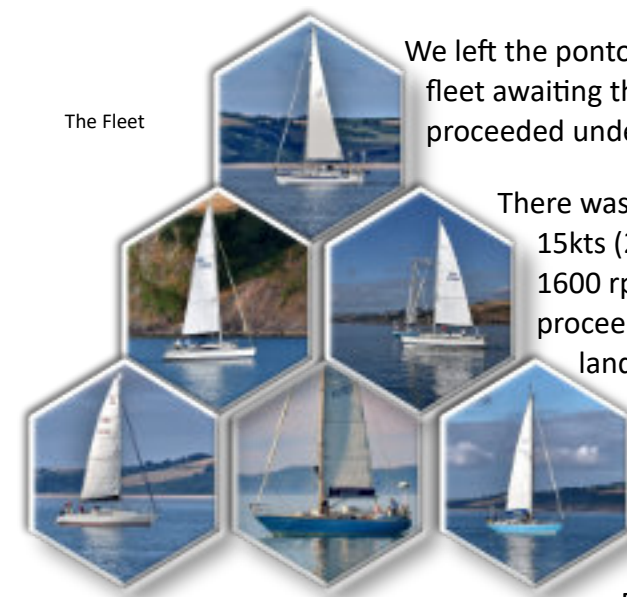
“Lyme Regis to Lands End, including the Isles of Scilly: Variable, mainly Southwest, becoming Northwest 3 or 4; Smooth or Slight; mainly fair, Good”

The wifi at the Dart pontoon was rather patchy, so the weather map was one we had obtained a couple of days earlier, but the Zygrib forecasts had proved to be generally pretty good.

With an offshore wind, this promised a smooth sea for our trip to Fowey. The temperature, even at sea, would be over 20 deg C.



Track from Dartmouth to Fowey



The Fleet

We left the pontoon at 0845 and joined the Royal Southern YC fleet awaiting their 0900 start. There was no wind, so they proceeded under engine.

There was no point in waiting, so *Teal* was worked up to 15kts (2300rpm) until Start Point was rounded. Then, at 1600 rpm, just enough to keep the turbos working, we proceeded at about 10 kts toward Fowey. The first landmark was

Prawle Point. A little later we passed Bolt Tail.

The sea was glassy calm.

By midday we had passed the Yealm, Plymouth Sound and Rame Head.



Teal heading to Start Point



Prawle Ppoint with Bolt Head behind

A little later we could see the Eddystone out to sea against the hazy sunlight.

At 1300, we were due South of Polperro when the autopilot started hunting wildly. The compass was misreading, and I could not get into the calibration modes. It looked like the course computer had crashed. So hand steering on this leg from now on!

(Later inspection when we got back to Marchwood suggested that the fan heater in the cabin had slid across the floor and the magnetic field from the motor had distorted the compass which is at floor level in the wardrobe in the aft cabin)



Iain

Fortunately it was not too far to Gribbin Head where we turned into Fowey harbour.

By 1405 we were made fast on a mid-river pontoon in Fowey. By 1600, son Iain had joined us having travelled by train and taxi from Nottingham.



Teal passing the Eddystone

We felt sorry for the yachts struggling with the calm conditions.

One by one the Royal Southern fleet arrived and we helped them make fast.

Iain cooked a great spaghetti bog for supper which we shared with Phil who is sailing a small Cheverton single handed as part of the Royal Southern cruise. (He would later be awarded the Little Welly trophy, which we had won the previous year, for the most intrepid voyage of the season)



Gribbin Head



Royal Southern fleet on the mid river pontoon.



Wednesday 25th July

A rather grey lay day. Iain and I went shopping before Iain took the Walker Bay for a sail to the harbour entrance and back. His comment was "Not the same pickup as Neil's 505, but fun".

We had not seen Iain for a couple of years, so there was a lot of catching up to do.

After a quick pizza lunch we relocated to a pontoon, so Dairne could get ashore for dinner at the Royal Fowey YC with the Royal Southern YC fleet.



Iain and Dairne

It was an interesting walk through the narrow streets of Fowey. Iain drove the wheelchair to the Royal Fowey YC.

The view over the river was really pleasant on this summer evening, with the local fleet out for a midweek race.

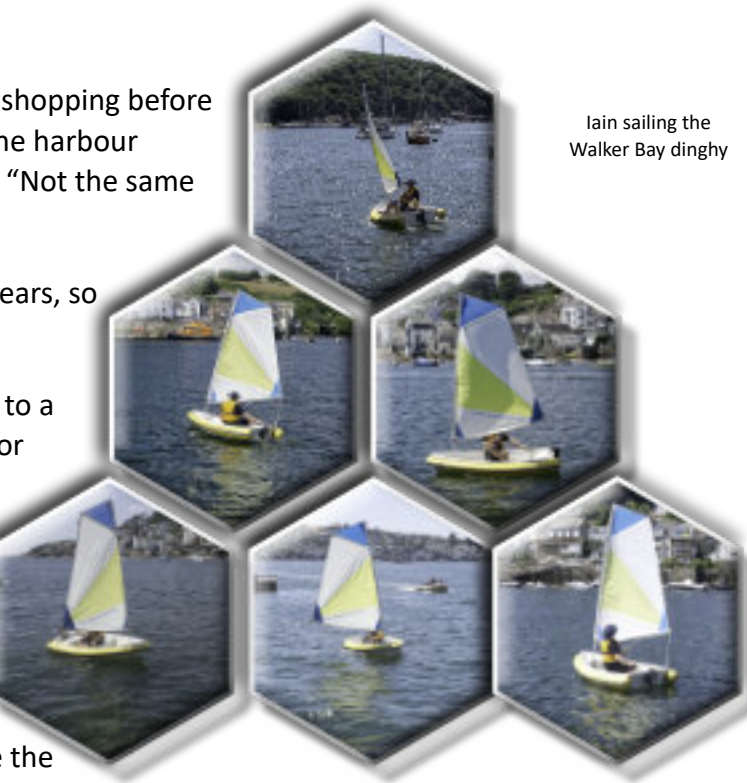


Some of the Royal Southern crews.

The Royal Fowey YC had recently lost their chef. So supper was bought in fish and



chips. The Club made us most welcome and it was a very jolly evening. We had no need for a dinghy – just a stroll back through the streets of Fowey to the pontoon where *Teal* was moored.



Iain sailing the Walker Bay dinghy



Graham, Dairne Iain



Teal alongside, the fleet pontoon is in the background



Thursday 26th July

On this day we were to sail in company to Falmouth. Once again, it was an embarrassingly good day for motor boats, but not so wonderful for the yachts.

The inshore waters f/c was "Variable, less than 3, Smooth or slight becoming slight or moderate in the far west, Fair, Good".



Zygrib meteorogram at the Dodman



Iain taking *Teal* out of Fowey

However, there were signs that the weather would be breaking down at the weekend, so we were glad of benign conditions to go further west.



Iain watchkeeping

We saw a pod of dolphins as we eased gently out of Fowey to watch the start of the Royal Southern YC race to Falmouth.

On our trip from the Dart to Fowey, where we had run at 1600 rpm after Start Point, we seemed to have just about halved the fuel burn per mile compared to our



Teal passing Gull Rock

high speed run from the Solent to the Dart, so we decided to try that again on this leg.

So it was a gentle passage at 1600 rpm giving a boat speed of about 9.5 knots.

The Dodman is the major headland on this passage. It can be rough there, but not on this day!



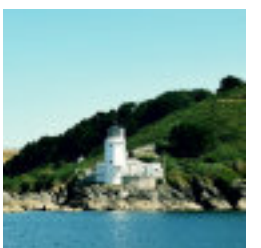
Dodman Pt

By removing the heading line on the plotter and relying on the course over ground line the autopilot was as effective as it had been before its fault on the way to Fowey. After rounding St Anthony's, we made our way gently into Falmouth Yacht Haven.



The Rsrn YC fleet in Falmouth Yacht Haven

Iain and I did a major shopping trip before receiving the rest of the fleet. At 1830 there was an excellent pontoon party. Phil's bbq meant we needed no supper!



St Anthony's



Friday 27th July

Iain went to the maritime museum, while I took a small group up to Rustler Yachts where we were treated to an excellent tour by Adrian Jones. It was impressive.

We then walked to the the Royal Cornwall YC for a buffet lunch. The lunch was excellent, except that Iain found a tiny slug in his salad, still wriggling. As he said "Just as well it was not half a slug"



Royal Cornwall YC buffet



Then, in the late afternoon, we relocated to Helford. The forecast was for severe weather through the weekend, but we preferred a mooring in a beautiful place to a marina "car park" in a town centre,

We received a message from *Passager* (Mike and Janet) that they had seen us entering Helford as they left to hide up the Fal. They are friends from Marchwood and we had cruised in loose company with them in Scotland in 2005.



Teal at Helford

Adrian Jones guiding us round the Rustler factory at Penryn



Falmouth to Helford

Saturday 28th July

Definitely a lay day! We had been moving or partying almost every day, so Dairne was glad of an opportunity to have a slow morning. The wind was fresh even in the sunny morning and there had been heavy showers overnight. It quickly clouded over. The forecast was for fairly severe deterioration throughout the day with heavy and gusty showers, That is how it turned out though the periods between the showers were deceptively calm. We just stayed on board alternately bingeing on episodes of Hornblower on DVD, and playing a railway board game,



Dairne

The forecast for the Sunday remained fierce, and it looked as though the waves south of Plymouth on Monday would be so high that we could not start the journey home. We were beginning to see some time pressures to get Iain back in time for his flight back to NZ. But we remained relaxed as there were several options.



Sunday 29th July

A grey, wet and windy start. Throughout the morning and early afternoon, showers went through with fine, horizontal rain.

By mid afternoon, waves at Channel Light Vessel had reached 3.3 metres. It was looking unlikely that we would be able to make a start on the passage home on Monday.

Through the day, we watched more Hornblower videos.



Iain, the Walker Bay tender, and electric outboard

In the late afternoon, Iain and I went ashore to Helford River SC for a beer. Then Iain made a steak meal with roasties.



Helford River Sailing Club



The panel above illustrates the changeable, but violent weather we saw during our stay in the Helford River.



Monday 30th July

The forecast was for moderating weather, but wave height at Channel Light Vessel was still 1.7 metres. The inshore f/c was for moderate to rough becoming slight or moderate. We decided to go back into Falmouth rather than face a rugged crossing to the Yealm.



Iain in command



Falmouth Yacht Haven fuel berth

There was quite a queue for the fuelling berth, but it gave Iain a lot of manoeuvring practice while we stood off, and he successfully came alongside the fuel berth. By 1000 we were rafted outside another boat at Falmouth Yacht Haven. There were two Royal Southern YC boats there, but the crews were ashore. The short stay gave us an opportunity to get rid of rubbish, top up with water and do some essential shopping.

At 1215 course was set up river and an hour later we were on the Ruan Pontoon above Smugglers Cottage in the Fal



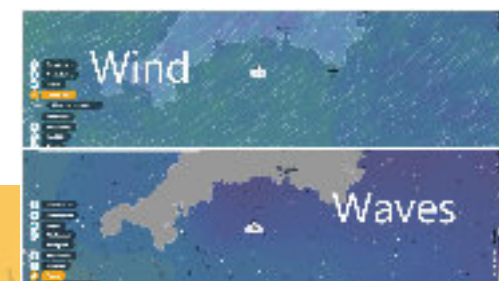
The weather was settling, so Iain and I played with the radio controlled Laser model.



Tuesday 31st July

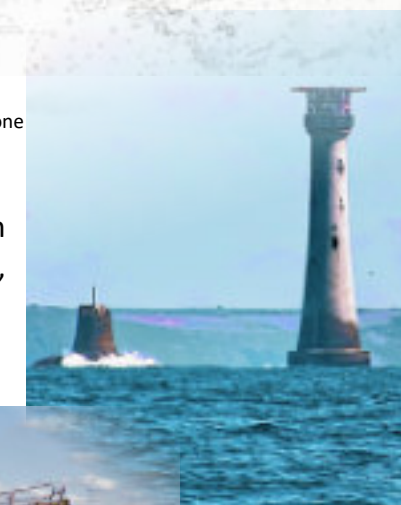
As expected the weather was moderating. Winds of SW 3/4 were forecast with slight or moderate seas. There would be some residual swell, but it would be behind us and slowly declining.

Right: Ventusky plot for morning of 31st July



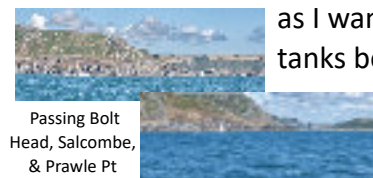
Left: Teal on passage

Above: from Falmouth to the Dart
Right: Eddystone



The winds would be moderate throughout the trip. By 0900, St Anthony's Light was 1 cable abeam. Teal proceeded at 1600 rpm giving about 9.5kts. By 1215, rolling gently in the quartering sea, the Eddystone Light was just over a mile to the north.

It was only halfway through the passage that the CA Handbook was checked to indicate that there is no refuelling berth in Salcombe. This meant we had to go on to Dartmouth as I wanted full tanks before



Passing Bolt Head, Salcombe, & Prawle Pt

crossing Lyme Bay.



Teal running at 2300rpm (approx 15.kts)



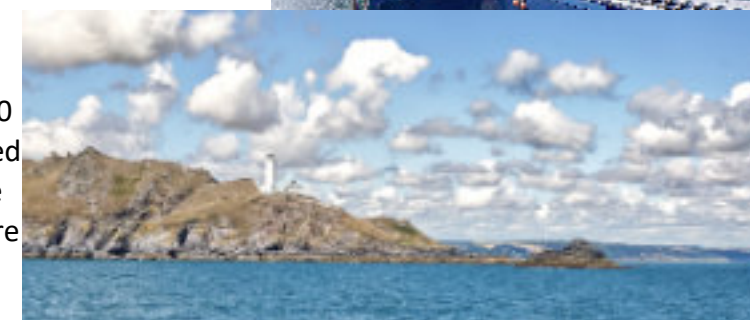
The tide was turning foul as we came level with Bolt Tail; revs were raised to 2300 rpm.



Right: Heading to Dart daymark
Below: Gurrow Pt

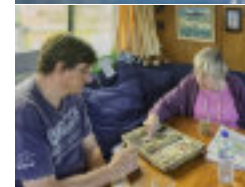
At 1530

Teal was refuelled at the fuel barge in the Dart before carrying on upstream to Gurrow Point where we anchored for the night.



Start Pt

There was a vicious game of backgammon between Iain and Dairne. No prisoners!





Wednesday 1st August

We woke to a brilliant summer morning

It is normal to run the generator for an hour, morning and evening. On this morning, the 24 volt batteries were



Iain checking Generator filter

unusually low at 19.7 volts. This was probably caused by leaving the throttle system switched on. The generator was taking its time getting the voltage back and Iain eventually noticed that the temperature warning light was on. The generator was shut down. Iain checked the inlet strainer which was

clogged. But we also rang Fischer Panda for advice. They recommended that the impeller should be checked and if necessary replaced. Iain got the impeller out, and it seemed fine, but we decided it should be replaced. A couple of phone calls established that the correct spares should be available at Darthaven marina. Iain went to the chandlery while I watched the boat on the drop off berth. Unfortunately, when Iain fitted the new impeller, there was a leak.



More killer backgammon

At about 1500 we called Seastart. They instructed the Darthaven marina to do the job. By then *Teal* was anchored in mid river. By 1545, the engineer was alongside in a dory. With the right tools, and a new gasket, he had the job done before 1630, when

we weighed anchor to go alongside the town jetty for the night. The Seastart Service was incredible!

More murder backgammon, then Iain treated us to a meal at the Royal Castle Hotel. Once again, the turbot was excellent.

It had been an interesting day!

Iain's guests at Royal Castle Hotel



Summer morning in the Dart



Darthaven marina, Kingswear



Thursday 2nd August

An early start, 0720, for the long haul round Portland. At first there was some sun. It looked like being a perfect summers day



After passing the Mewstone, *Teal* increased speed

The strategy was to pass about 6 miles South of Portland Bill, but initially we headed south of the direct line to get out into the east



Departing the Dart



going Channel tide, which would slowly build all morning. *Teal* was running at 2300rpm giving 14-15kts SOG ("speed over ground").

By 0810 we had Start Point bearing 251 degrees at 13 miles, and slowed to 1600 rpm, giving about 9.5 kts.

The forecast was for light winds and a subsiding sea, though we did see a long swell of about a metre until we were past Portland. *Teal* was surging forward, gaining a couple of knots on each wave, then relaxing until the next one. After initial sunny skies it gradually clouded over.



Teal at cruising speed

As the morning progressed, the SOG ("speed over the ground") slowly increased to 11kts. Visibility was soft so the Devon coast was only just visible in the distance. By 1120 we were due S of Portland. The course then took a long curve round the St Albans race (though neither Portland or St Albans races showed any signs of activity).



Above: Dorset coast
Right: St Albans Head
Below Right: Purbeck coast, Swanage to Studland
Below left: Anvil Point



Below far right: Old Harry Rocks

We were past Portland before the visibility improved



sufficiently for us to see it in the distance

Gradually we approached St Albans

Curving round outside the St Albans race, Anvil Point appeared.



The Purbeck coast led us past Swanage and on to Old Harry rocks. By 1400 we were anchored in Studland among quite a large fleet.



It was very hot, but Iain helped me fit the clips for the new deck wash hose, and measure up for solar panels for next year.

Studland Bay



Friday 3rd August

We woke to a visibility of about 100 metres, but it lifted quite quickly. The forecast indicated another beautiful summer day. Splat (factor 50 sun lotion) was essential.

Weighing anchor at 0915 meant we would carry the tide though the Needles Channel at an economical cruising speed of 1600rpm - about 9.5kts plus tide.



Fog at Studland

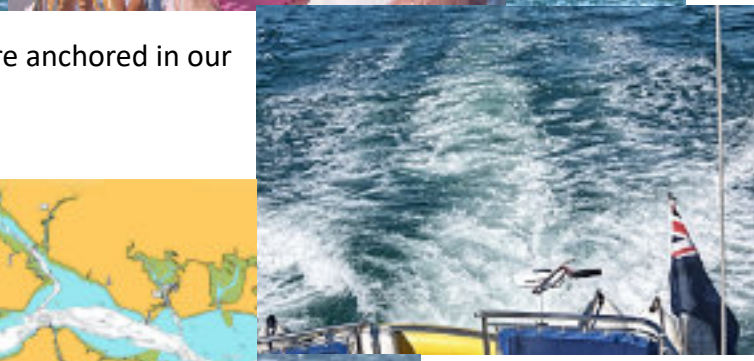


It was so warm that Dairne made the considerable effort to climb to the fly bridge, and spent an hour or so there. It was the first time she had done so.



Left: Dairne and Graham
Centre: Dairne and Iain
Below: Teal's wake
The buoys are
Left SW Shingles
Right: Bridge
Below: Warden

At 1130 Hurst Castle was abeam, and the SOG ("speed over ground") briefly touched 12.5kts even though tides were neap, and at 1210, we were anchored in our favourite spot in Newtown.



The Needles



Far Left: Teal anchored in Newtown
Left: The Marchwood YC burgee
Below: Dairne preparing the strawberries

Lunch consisted of prawns followed by strawberries and cream. We sat inside because it was so hot outside, and Dairne was exhausted after her earlier effort.



Track from Newtown to Marchwood YC

We changed from Royal Southern YC colours to the red ensign and Marchwood YC burgee.

At 1400 we weighed, and proceeded in flat water to Marchwood, mostly at 1600rpm, passing the familiar West Solent shore.



West Solent shore

To give the turbos a final blow, speed was increased to to 2300 rpm from Calshot until Laines Lake buoy.

At Dock Head, we slowed to 6kts as required in the Southampton port area.



Teal alongside at Marchwood Yacht Club

At Marchwood we found a berth and made fast. Engine hours were 578P and 581S. The whole cruise had used about 49hours engine run.

Iain prepared a steak meal, and we sampled the malt whisky he had bought for my birthday, a fitting end to a good cruise.

After a restful day, Iain visited friends in London before flying back to Auckland in New Zealand

The panel below shows some of the crews of the boats in the Royal Southern fleet. Apologies to the ones I missed!



Teal's activity in 2018

15 th April	Launched
3 rd -6 th April	Royal Southern cruise, Beaulieu, Cowes
14 th -15 th April	Royal Southern cruise, Portsmouth
15 th -17 th April	Thorney Channel, Chichester
29 th - 31 st May	Royal Southern cruise, Bucklers Hard
1 st -4 th June	Royal Southern committee boat & PPYH
11 th -12 th June	Royal Southern cruise, Newtown
14 th - 15 th June	Keyhaven
4 th - 5 th July	Thorney Channel, Chichester
11 th July - 3 rd August	Royal Southern cruise to West Country
14 th -16 th August	Royal Southern cruise, Bembridge
16 th -17 th August	Newtown
18 th August	Royal Southern Sailability (Beaulieu River)
7 th -10 th September	Thorney Channel, Chichester
21 st -2 nd September	PPYH (Rustler Dinner)



: PPYH= "Prince Philip Yacht Haven" - the Royal Southern marina

View this Log as a video at
<https://youtu.be/2lhq4xT83o0>

To see our other cruise Logs, videos
and for information about our boats
(past and present)
visit our website at
<https://mvteal.co.uk/>

Teal 2018

