

# wave length

csc magazine

ALTERNATIVE  
ALDERNEY RACE

ROYAL YACHT  
BRITANNIA: THE  
QUEENS FAVOURITE  
PLACE TO GET AWAY  
FROM IT ALL

NO WAY, NORWAY  
SAYS PETER  
THOMAS, ON A  
TRICKY BOAT  
DELIVERY

*Enjoying the*  
**SUNRISE IN  
CHERBOURG**





Wavelength  
Marion  
Tempest

# WELCOME

To this latest autumn edition, it seems we are living in interesting times and with fuel prices rocketing I hope you are all keeping warm. This issue: new member James Glasspool tells us of his trip to Alderney, we have another artist in our midst as Tony

Sparling shares a favourite painting and Peter Thomas a regular contributor tells us of a boat delivery. If you have anything to share please send it in to [wavelengtheditor@channelsailingclub.org](mailto:wavelengtheditor@channelsailingclub.org). We would love to hear from you.

Marion

## CHANNEL SAILING CLUB COMMITTEE MEMBERS 2022



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## wavelength THE CHANNEL SAILING CLUB MAGAZINE

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PLEASE SEND ANY LETTERS  
AND PICTURES TO  
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CLUB NIGHT  
Channel Sailing Club meets every Wednesday at Ashtead Cricket Club, Woodfield Lane, Ashtead, Surrey KT21 2BJ. Doors open at 8pm. Prospective members welcome.

THE CLUB SENDS OUT EMAILS on a regular basis to remind members of upcoming events. Don't forget that if your personal information changes you can go into your personal account on the website and update it online. Check out the club's website for news and information  
[www.channelsailingclub.org](http://www.channelsailingclub.org)

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Cover photo: Alana Dowling

# AN EXCITING AUTUMN AWAITS

The nights are drawing in, but the Channel Sailing Club is far from resting on its laurels. There are an exciting range of events going ahead into the autumn months including a weekend cruise, more racing, training, social events and of course the re-introduction of the Icicle at Cowes in December after its Covid break.

The racers among the club have been hard at it over the past few months with several thrilling events which will culminate in the Pursuit race in mid-October, the 14th race of the season. I have been encouraged to see some more members taking their boats racing this season and look forward to seeing who takes honours.

While racing has been well attended, some cruising members have tagged along and met for a social event in the evening, something we are encouraging non-racers to do in order to get out on the water and meet other members in a new port.

As detailed in this edition, the Cherbourg rally went ahead in August and was a great success judging from the feedback. It was great to read the article from relatively new member Alana Dowling about her



experience on Clive Janes' Moody yacht Cheviot.

Clare Davies has done fantastically well with her Solent swim from Hurst to the Isle of Wight, a distance she apparently had never completed before and she raised many thousands of pounds for charities, including those helping the needy in this harsh times.

Our bosun Bill Rawle has spent the past few weeks researching club polo shirts and material for members and I am looking forward to getting one when we decide which one to go for (to add to the two I have already!).

On the social side, we of course are looking forward to Tom Cunliffe's talk at Leatherhead Theatre, the second time we have managed to secure the author, broadcaster and

sailor. It's an extended talk this time with an interval so there should be plenty of interesting anecdotes from the great man himself. I was at the boat show recently and he seemed to be the only speaker to draw a big crowd.

The next social event at the club is a boat jumble on October 12, followed by a horse racing night on November 16 when members are encouraged to place bets on their favourite 'nags' for a bit of fun. Light refreshments are being provided. On December 14 it's our traditional mince pie and mulled wine evening.

I have volunteered to organise the cruise weekend to Poole on October 22 & 23. I'll be taking my own boat Zhivili and look forward to other boats joining in the adventure.

Trevor Lenthall has done a splendid job getting the Icicle rally in Cowes back up and running after the pandemic took its toll on sailing events. The evening on December 3 at the Royal Ocean Racing Club will have a lively speakeasy theme with gambling and cocktails.

I look forward to seeing as many members in Cowes as possible.

Simon

# A good run on Alderney

New member James Glasspool picked up a nice north easterly and a 10k on the island

Alderney Harbour

“Why don’t we sail to Alderney to take part in that running race again?” said my mate Jeremy as we sat in a pub earlier this year. He was referring to 2017, when I’d chartered a yacht to take my running friends to the annual Alderney 10K and half marathon.

Coincidentally, Rob, another running and sailing friend had a similar idea so we decided to sail together. Despite September’s race date being announced, the races were never organised, so we decided to organise our own: the normal 10k and Rob’s “Coastal” Half.

Inevitably, we had a couple of drop outs, so ended up with plenty of space with five of us on our Bavaria 37. Of these, I had one sailing newbie and one relative newcomer, the others knowing better what they had let themselves in for. In the run up to departure, it’s all about the weather; outbound and return; any north-easterlies since the harbour is open to the NE; and any fog. Incredibly, winds were forecast to be NE out, conveniently veering to SW over the

weekend and with good visibility – so we were on.

Having done the yacht handover and (all) signed our lives away, we left the Hamble late Thursday afternoon for an easy sail down to Yarmouth allowing everyone to get familiar with the yacht.

Rob, who had a later handover, met us in the pub having moored just ahead of us. We liaised on our ‘course to steer’ and reassuringly we had both come up with the same.



Yarmouth: Andy, Jeremy and James – skipper



Sailing in company



Left to right – the 10k’er/s: Jeremy, James and Andy.

Despite September’s race date being announced, the races were never organised, so we decided to organise our own: the normal 10k and Rob’s coastal half marathon.

Despite best intentions, a few more beers were drunk and not much sleep was had before heading out together at 05:00 via the Needles in light winds. An hour in and the wind increased to a decent F4 before lessening mid-afternoon, necessitating motor sailing.

Monitoring our track, I’d contacted Rob to suggest a course revision since it was clear to me that we were in danger of being dragged

into the Alderney Race. I changed but Rob carried on, so one of us had called it right - time would tell who.

Closing Alderney it was clear Rob was going into the Race – it wasn’t full springs but there was still a good tide running. We left him to it, ended up nicely lined up on the harbour leading line and were soon on a buoy, lazing in the cockpit and enjoying a beer in the sun.

About an hour later, we saw Rob’s yacht come slowly round the Eastern side of the harbour– he’d been caught all right, and had had to motor at full revs to get back, at one point actually going backwards.

We had a very good meal at The Moorings and agreed the following morning’s running – one from my yacht doing the half marathon; myself, Andy and Jeremy the 10k; and Sean hiring a bike to explore (as well, as it turned out, claim some Strava™ segments (NB. Strava is a running and cycling app for athletes, Ed.)).

Both runs were done socially in groups, in



The Odeon

glorious weather, and for us ‘10k’ers’ there was plenty of time after the run to shower, get breakfast, have a couple of sneaky beers and then walk out to see some of the historical sights.

If you’ve not been to Alderney recently, there is now a WWII trail, with bunkers opened up and explanatory boards. The prominent “Odeon” ranging tower is open and has a film showing in the basement. Sean, on the bike, managed to see much more, including the gateposts to one of the slave worker camps (where, tragically, an unknown number died or were killed).

A sailing trip wouldn’t be the same without a curry, so both crews ate in Nellie Grey’s on Saturday evening and the food was as good as ever. Planning the following day saw a divergence, with my crew electing to sail back early morning and Rob ‘persuading’ his crew to sail back over the following night. So, Sunday saw us up at 04:00; main up with two reefs; then leaving the harbour using the leading lights as we headed home in rather lively conditions.

The East-West shipping lane was incredibly busy, but after that it was an uneventful sail via the Needles and into Yarmouth again, before Monday’s sail home to the Hamble. Hopefully the organisers will get the official races revived for 2023 (<https://alderney-half-marathon.org>).



Camp Plaque



Alderney’s ‘train’ is also still running



Plenty of shipping to contend with



Day break - homeward bound (Martin and James-Skipper)



# Swim across the Solent, Rupert said. It will be fine, Rupert said!

In July Clare Davies was part of a team that swam across the Solent to raise money for charity. She tells us about the day

**HAVING NEVER TRAINED FOR ANYTHING LIKE THIS BEFORE,** and having not really swum much since school, I rose to the challenge. Starting in the pool, I signed up for a breast stroke to freestyle conversion course in January and was doing well until I caught Covid, which meant I couldn't finish the course and had to take a month off. It turns out I am a strong and fast breast stroke swimmer so I decided that I had no choice but to stick with it.

I soon found out that the

mental aspect of training is as important as the physical as I had to force myself to get into the pool three times a week. The distance across the Solent is 1850m, just over a mile, so my target was to swim 2km in around 50 minutes to get across in time not to be swept out to the Needles.

In April I swapped to training in the lagoon at Buckland Park and SHAC (Surrey Hills Adventure Company). Swimming in open water is mentally so much easier: no counting

lengths and getting demoralised! The circuit is 400m or 16 lengths, so 5 times round and I would be easily on target. The mental game then kicks in; not only was I getting into cold water, but the first two circuits are very hard. Your body feels crap, you don't know what the hell you're doing it for and it's all you can do to stay in the water. But 800m in and my body warmed up, it becomes much easier.

On July 8th we travelled to Keyhaven for a briefing and a

meal with the team the night before the big day. What a lovely bunch! My cousin who swims for Australia joined us and was looking to break the record.

Finally, we set off to be ready for the water at 6.50am to catch slack water. Adrenalin kicked in and it was no problem at all to get into the 17C water in our bright caps with the paddle boarders supporting us. What a rush! How amazing and what a privilege to be in that treacherous water. I turned around several

times and had the very odd sensation of getting absolutely nowhere and a different view of Hurst Castle

**We steered for the bay, having swum through what felt like a washing machine of current**

each time as the water took us West towards Colwell Bay. Thanks to the boarders who kept our morale high, we were steered towards the bay, having swum through what felt like a washing

machine of current.

My cousin was off in the distance and broke the record by a staggering 4 minutes! I swam 3km in the end in 1 hour and 5 minutes. That is longer than I've ever swum and equates to 120 lengths. It was a fantastic experience; to have achieved it and to have been through the training. I said at the time to slap me if I say I want to do it again but since then I have done four 2.5km Big Lake swims at the SHAC. Rupert is taking names for next year and yes, I'm on the list!

## CONGRATULATIONS CLARE AND THE TEAM

● In total, the 10 swimmers raised £4,000 for the RNLI and Surfers Against Sewage, and Clare and two fellow swimmers also raised a total of £6,000 for Mid-Surrey Community Fridges. The money raised for Mid-Surrey Community Fridges has enabled the charity to buy

an electric van to complete their work in a more environmentally-friendly way. All the swimmers thanked their fabulous support teams, including All Decked Out rib charter, The New Forest Paddle Sport Company and Hurst Castle Ferry Ride Company.





**B**ack in 2019, a friend of ours purchased a lovely Southerly 47, which I helped on its delivery cruise from Chichester to it's new home port of Kilrush, in Co Clare on the mouth of the Shannon. This was the subject of an article in Wavelength summer 2019.

After a couple of years enforced delay due to the pandemic, Louis and his wife Maeve finally embarked on their grand tour, Part1, from Kilrush, north west around Ireland to Tory Island, Islay, Oban, The Caledonian Canal and Loch Ness, Inverness, Wick, Floro in Norway and

Delivering a boat and on the way to Floro when things get a little interesting in...

## The North Sea

then north to Tromso, a journey of some 2,200 miles.

My leg would be from Wick, via Stromness (Orkney), Calf of Eday, Fair Isle, Lerwick (Shetland), and Balta Sound on Unst. I will not report on this part of the trip as this area is covered by Wavelength's contributor Nigel Barraclough.

There were five on board, Louis and Maeve, Anita, a

lovely school deputy head from Achill Island, and Chris, my mate of over 40 years. And I.

We decided to leave Balta Sound around first light, at 0400 and have a watch system of 2 hours on/off, with every third off period extended to 4 hours to rotate the crew.

My first mistake was not taking the first watch where

you had to work your way from the pier, between Unst and the island of Balta. By the time I was ready to go on watch, we were a fair way from Balta and all we could see was the sea. Lots and lots of it.

### It's going to take a while

As it was 200 miles to Floro in Norway, we decided we needed to keep up a speed of 6 - 7 knots, so we basically motor sailed to arrive in daylight, the following lunchtime. The wind was up to 10 knots at this stage, generally coming from the South East. So nothing changed from hour to hour. It was going to be a long trip.

No shipping, no other yachts, nothing except sea gulls skimming across the tops and through the troughs of the waves. They are truly magnificent in flight. Then we saw an oil rig. They contacted us over the radio and asked us to keep away a minimum distance

### Things that go bump in the night

It became dark, it was a little bouncy, gusts of 25-30 knots, Anita and I were on watch and all of a sudden a loud crash, Looking around we saw that the spinnaker pole, which is stored up the mast, had come separated from the pole socket at the top, and was half hanging over the guard rail. We decided we needed help so woke the skipper. We decided to reef both sails first which was easily done, all lines coming back to the cockpit. Louis was then sent forward, in lifejacket and tethered to the jack stay. It got bouncier so we turned the boat more into wind so the boat became flatter and steadier. Louis secured the pole and came back safely. Going back on course we noticed that due to the sails flogging, the leeches on both sails had ripped, quite a lot. So we reduced them as much possible and carried on under engine alone. That

was enough excitement for one night,

So I was asleep in the saloon when I heard a noise. Couldn't work it out so woke up properly and I heard "Pete, Help, Help" So I got up and found Chris on the floor of the forecabin. "I can't get up, I think I have broken my

I heard "Pete, help, help" So I got up and found Chris on the floor of the forecabin.

collarbone". He had rolled out of his bunk when the boat pitched and ended up on the floor. We put him back in his bunk, put lots of pillows around him, and left him to it. We cut the top off a water bottle so he could have a pee.

Arrived in the islands outside Floro, and motored up the fjord to the main town. Packed Chris off to the doctor's then onto Hospital whilst we took down the sails and folded them up. One last meal aboard, a good nights sleep then flights Floro-Oslo and Oslo-Gatwick.

200 miles in about 30 hours. Would I do it again, probably not. If someone needed help bringing a boat back I wouldn't say no, but I enjoy the other bits of sailing, the navigation, pilotage, mooring up in different places etc.

Peter Thomas



# Getting seasick –

But what can we do about it when it really matters, asks Nigel Barraclough

The place when it really matters is not when we are merrily bouncing around the Solent or on some nice rough(ish) channel crossing (OK if you are the one suffering then you might have a biased view) where it really matters is on a warship.

Blink? What is he on about this time?

Think about it – a seasick crew is of no use to man or nor beast, it can't fight and probably can't fire its weapons properly.

Reacting to the motion of a vessel is vital.

In Nelson's time Captain's and Gunners knew the benefits of firing on the upward role to get a few yards more range or at least taking it into account for better targeting. Even as late as the Second World War having a stable platform was an important part of battleship design.

So, what about the crew?

The Institute of Naval Medicine is the Royal Navy's centre of excellence for occupational health advice, information, training and research. Part of its role is to optimise the operational capability of the Royal Navy and UK Defence by the provision of robust medical



and scientific outputs.

An attempt was made to identify the threshold values of ship motion below which the physical and cognitive performance of naval personnel would not be degraded.

It was done using by measuring the motions of three RN Offshore Patrol Vessels (OPVs) continuously over several two-week patrols and comparing the responses to a daily questionnaire on physical and cognitive effects.

The motion was recorded on the basis of: roll, pitching and yaw (in effect a change of heading).

In simple terms it was yaw that seemed to be the most significant and the greatest correlation in terms of having a negative effect on the wellbeing of the crew.

## Crew impact

You probably shouldn't make a direct substitution for "wellbeing" and seasickness but there must be some

correlation and some impact on the ability of a crew to perform the task expected of them. It may not be possible to isolate only one axis as being the cause – sea state is never only one "axis" and more likely to be a combination of all 3.

Also, if we were studying the causes of seasickness then there are many factors to consider and using a Royal Navy crew may not be the best group to use – after all with the odd notable exception (Nelson) it would be reasonable to assume that people who join the Navy are less likely to get seasick in the first place.

The work is on-going but it does highlight how seriously the Royal Navy is taking such things. It also suggests that a way of avoiding getting or once you have it of recovering is to try and make your mind / brain think it is stationary and the old adage of staring out to a fixed point on a distant horizon is probably not a bad one.

photo credit www.royalnavy.mod.uk

**Tuesday October 18**  
**Tom Cunliffe**  
**at the Leatherhead Theatre**  
**7pm for 8pm start**  
**£10 members £12 guests**

This year Tom will be doing a two part talk at the Leatherhead Theatre. Back by popular demand to give us another evening of anecdotes from the high seas. This time Tom's talking about the background to everyone's favourite guide to cruising the English Channel, The Shell Channel Pilot. With tales of dastardly deeds and sailing scrapes, this is an evening you won't want to miss. Register now to avoid disappointment. There are only 500 seats at the theatre!  
**Organiser: Dick Beddoe**

**From Sunday October 9**  
**RYA Dayskipper Certificate -**  
**Classroom Course £230**

A comprehensive introduction to chartwork, navigation, meteorology and the basics of seamanship. Invaluable for learning how to make decisions on board and if you are considering taking Day Skipper practical course. Spread over 6 Sunday sessions the course will cover: Seamanship, coastal navigation, pilotage, chartwork, electronic charts, position fixing, plotting a course to steer, weather forecasting and meteorology, tides, collision regulations. We strongly believe time in the classroom with other students and our RYA Yachtmaster instructor will give you the strongest result. A highly experienced and qualified instructor will explain many areas of the course more clearly than Microsoft Powerpoint or similar online courses. Don't pay £300 for a computer based course when you can have a real instructor that will bring the subject matter to life. **Organiser: Ken Fifield**

**Wednesday October 12**  
**Boat Jumble**

# Autumn diary dates

To get more details or enrol for any of these events go to [channelsailingclub.org](http://channelsailingclub.org)

**Saturday October 22/23**  
**Cruise to Poole**

Enjoy late Season Sailing to Poole.  
**Organiser: Simon Worthington**

**Wednesday November 16**  
**Race night**

Come and pick your favourite horse and place bets. Light refreshments will be served.

**Saturday December 3**  
**Icicle Cruise RORC 7.30pm £40**

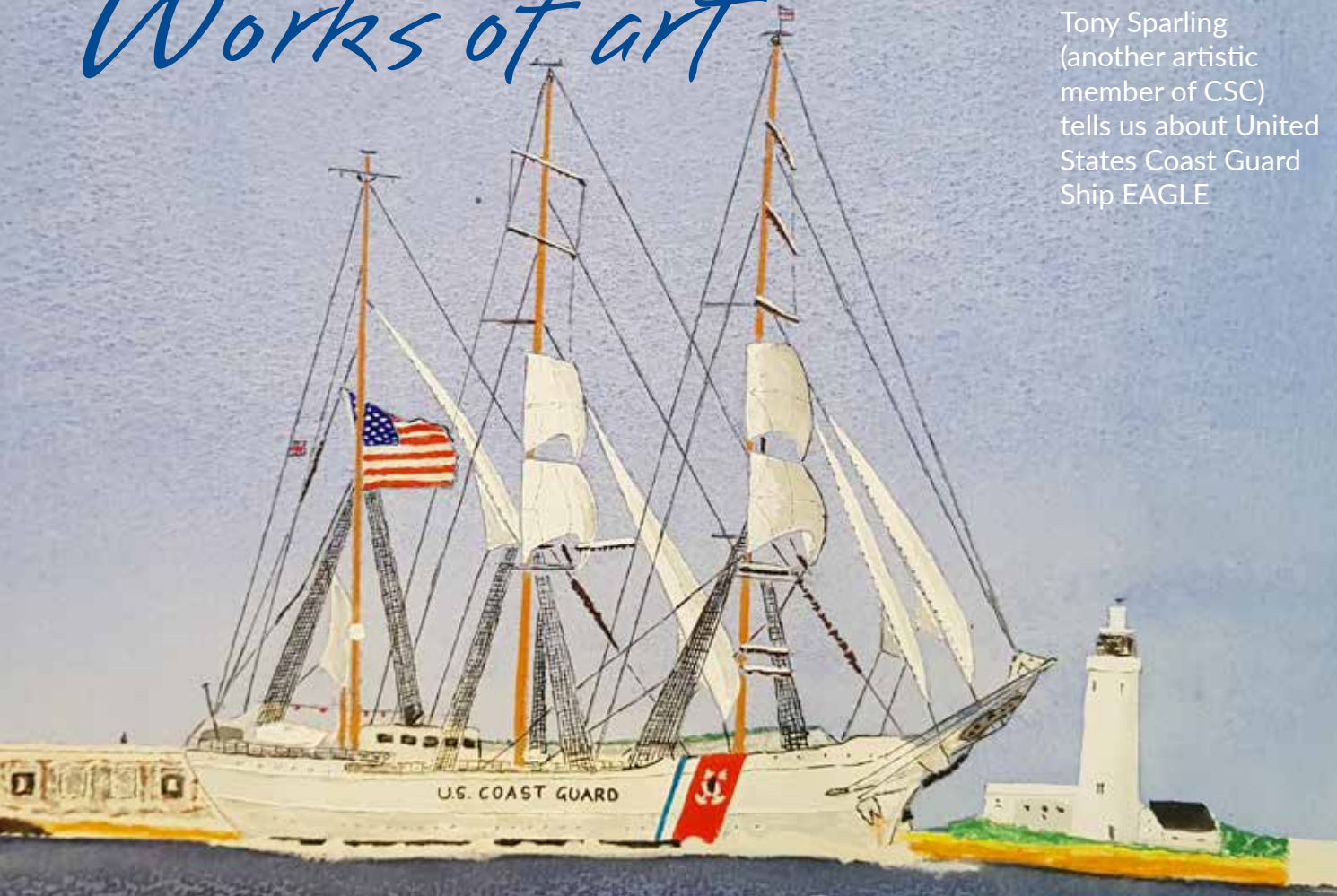
Sail to Cowes and dinner at RORC. Our theme this year is Speakeasy. Enjoy a cruise across to Cowes and then the fun begins. Boats will entertain us on their dressed boats with their Speakeasy themed plays/songs etc and ply us with alcohol. Then, suitably attired for the evening we will move onto RORC for Canapes at 19.30. Two course dinner, Blackjack and roulette tables, Music and dancing, £40 per head. Dig out your costumes, find your violin cases and join us for this long awaited evening. Register now to avoid disappointment at missing out. Note: On line registrations close Saturday night 2 weeks before the event.  
**Organiser: Trevor Lenthall**

**Wednesday December 14**  
**Mince pies and mulled wine**

Our final social event of the year, enjoy a glass of mulled wine on the club!

# Works of art

Tony Sparling  
(another artistic  
member of CSC)  
tells us about United  
States Coast Guard  
Ship EAGLE



**United States Coast Guard Ship EAGLE** sailed into the Western Solent on 26th April 2019 on passage to Portsmouth. In those pre Covid days, this beautiful sailing ship crossed the Atlantic from its home port in America to join in the D

Day 75 year commemorations. EAGLE was originally a German naval vessel called HORST WESSEL captured as a "spoil of war" by the U.S. in 1945. The ship, built in 1936, was originally named after a young Nazi who had been assassinated in 1930.

This prompted me to paint a watercolour of the beautiful ship which is shown above.

Eagle measuring 295' in length is described as a barque (a three masted tall ship), not a sailing vessel description used every day.

The ship has over 20 sail positions and has a top sailing speed of no less than 19 knots. The Eagle's involvement in D-Day75 added another interesting chapter to the ship's fascinating history. The ship started its life as part

## HISTORY

**Germany:** Name HORST WESSEL

**Builder:** BLOHM & VOSS Hamburg, Laid down 15 Feb 1936 Launched- 13 June 1936, First Commissioned 17 Sept 1936, Captured - April 1945

**United States:** Renamed USCGC - EAGLE

Recommissioned 15 May 1946, Homeport US Coast Guard Academy. Connecticut, US

## FACTS & FIGURES

Displacement 1,813 tons (full load), Length overall 295ft, Waterline 234ft, Beam 39ft, Draft (full load) 17.5 ft, Engine 1 x 1,200hp Diesel,

**Sail Plan:** Foremast 147ft, Mainmast 147ft, Mizzenmast 132ft, Sail Area 22,280 sq. ft.

**Speed:** Under Sail 19kts, Under engine 10kts

**Range Sail:** Unlimited, Diesel - 5500 nautical miles

**Complement when deployed:** 17 officers, 68 crew and 150 trainees

of the German Navy - the Kriegsmarine of course.

The ship was used by Germany as a training ship for a few pre WW2 years. It was then decommissioned in 1939 to allow for modifications to be made i.e to have numerous 20mm guns fitted! It was then recommissioned in 1942, once again being used as a training ship until captured by the United States in 1945. The US coastguard has itself used the ship for training future officers ever since. The ship was renamed EAGLE (which has a very American ring about it, especially for a "spoil of war"). It is one of only two active commissioned sailing vessels in the United States military today.

Each summer Eagle deploys with cadets from the United States Coast Guard Academy and candidates from the Officer Candidate School for periods ranging from a week to two months. These voyages fulfil multiple roles. The primary mission is training but the ship also performs a public relations role for the Coast Guard and the United States. Often, Eagle makes calls at foreign ports as a goodwill ambassador. Hence the visit to Portsmouth in April 2019.

This is a beautiful sailing ship produced by excellent builders in Hamburg back in 1936 for a corrupt regime. She cannot be blamed for her origins. Eagle is a joy to see and has been in good hands since 1945.



# A floating palace fit for a Queen

The recent death of Queen Elizabeth II reminded many people that life on the ocean wave gave her some of her greatest memories.

It was on her beloved Royal yacht Britannia that the Queen could relax with friends and family away from prying eyes.

But what do we know about Britannia that made it so special to the monarch?

Britannia was the first Royal yacht to be built with complete ocean-going capacity and designed as a Royal residence to entertain guests from around the world.

When she was decommissioned in 1997 it marked the end of a long tradition of British Royal Yachts, dating back to 1660

and the reign of Charles II.

Britannia's predecessor was the Victoria & Albert III - the first Royal yacht not to be powered by sail.

It was built for Queen Victoria, but she never stepped on board, concerned about the yacht's stability. King Edward VII did sail on the Victoria & Albert, mainly in local waters and the Mediterranean. Having served four sovereigns over 38 years and not left Northern Europe since 1911, the Victoria & Albert was decommissioned in 1939.

In 1952 it was decided that a new Royal yacht should be commissioned

that could travel the globe and double as a hospital ship in time of war.

The John Brown & Co shipyard in Clydebank received the order from the Admiralty for a new ship on 4 February, 1952.

When Britannia was launched on 16 April 1953 her name was a closely guarded secret, only revealed when Queen Elizabeth smashed a bottle of Empire wine (Champagne was considered too extravagant in post-war Britain) and announced: "I name this ship Britannia... I wish success to her and all who sail in her".

Her maiden voyage took her from Portsmouth to Malta, departing on 14 April and arriving on 22 April 1954.

She carried Princess Anne and Prince Charles to meet the Queen and the Duke of Edinburgh at the end of the royal couple's Commonwealth tour. The Queen and the Duke of Edinburgh embarked on Britannia for the first time in Tobruk on 1 May 1954.[7]

The yacht was a regular sight at Cowes Week and, usually, for the remainder of August, was home to the Queen and her family for an annual cruise off the west coast of Scotland.

During her career as Royal yacht, Britannia conveyed the Queen, other members of the Royal Family and various dignitaries on 696 foreign visits and 272 visits in British waters. In this time,

Britannia steamed 1,087,623 nautical miles.

Britannia was an ideal Royal honeymoon venue. The Royal yacht was very private and could sail to secluded locations. Four Royal honeymoons were enjoyed on board, Princess Margaret and Anthony Armstrong-Jones being the first in 1960. Charles and Diana the last in 1981.

Nowadays Britannia is a floating tourist attraction moored at Leith, Edinburgh, where thousands of people visit her immaculate interior.

Among the special items of interest onboard are the ship's clocks, all stopped at 3.01pm, the exact time Queen Elizabeth II was piped ashore for the final time during the decommissioning ceremony. See [www.royalyachtbritannia.co.uk](http://www.royalyachtbritannia.co.uk) for more details  
*Simon Worthington*

## Tony Sparling reminisces...

I well remember a beautiful sunny morning during Cowes week a while ago! I was sailing just off Cowes in the yacht Black Duck with the owners, Bill (the late) and Sandra Sandford, and there was moored, the Royal Yacht Britannia. We motored down starboard side of the Royal Yacht only a few yards away from its hull. I remember the yacht's absolutely pristine smooth dark blue hull glistening in the sunshine. This was probably in the mid 1990s because Britannia was decommissioned in December 1997 and Black Duck was sold the same year. A very different era of course. Can you imagine being allowed anywhere near her in today's dangerous "international" climate.... A great memory, in my mind I can replay the imaginary video on demand!





## Cherbourg chop (pork, that is)

**HAVING ENJOYED A WONDERFUL MEAL** at Le Liberty the previous evening, on Cheviot we were all up by 05:30 (French time) and had departed Cherbourg marina by 06:00. Sapphire had made it up and out even earlier than we had. I was very impressed because I'd gone straight to bed after returning from Le Liberty, and I was sure Sapphire's crew had enjoyed the night a little longer than I had. I must have

more to learn.

As we made our way back out towards the English Channel at the crack of dawn, we debated how we were going to cook and assemble breakfast. Gaius and I had visited Carrefour the previous afternoon to purchase bacon and bread, but quickly remembered bacon isn't an item readily found in French supermarkets. We substituted bacon with what turned out to be pre-cooked pork chops,

not something I'd ever have accepted as a substitute from a supermarket home delivery service but it was the best we could muster with what we had in front of us.

### French breakfast

At some point during these discussions, as the sky lightened, we realised we could see Sapphire in the distance. I went down to the kitchen and got the oven on because we concluded that

the pork chops, although pre-cooked, would be better warm. While in the kitchen I put the kettle on for some much-needed coffee. Clive has the proper stuff on Cheviot so the cafetiere came out too, it was a treat!

### Splendid sunrise

As I came back up with coffees we were sailing past Sapphire. And as though perfectly timed, the sun started to peak over the horizon. For a

few minutes I watched the sunrise, enjoying what really was a glorious scene laid out before us. And then I remembered I had a camera phone and I really ought to capture said beautiful moment. I love a sunrise in most locations, but there is something about a sunrise at sea that is particularly beautiful.

I'm pleased to report that breakfast went down a treat. And we had a wonderful

journey over to the Isle of Wight, where we heaved to for lunch (no cooking required) and enjoyed some of the cheese we still had left over from the market at St Vaast. After lunch, we were treated to a lovely view as we sailed past The Needles and made it into Yarmouth despite it being rather full. The Sunday of the Cherbourg cruise, just like the previous days, had been a great success!

*Alana Dowling*

# PLASTIC, PLASTIC & YET MORE PLASTIC

**THE TROUBLE WITH PLASTIC WASTE IS THAT WE STILL DON'T KNOW WHERE IT GOES.** Monitoring this plastic can be very difficult so the European Space Agency (ESA) have developed floating transmitters whose passage can be tracked over time, helping in turn to guide a sophisticated software model of marine plastic litter accumulation. A bit like a hi-tech version of messages in bottles, prototype trackable buoys were deployed in the waters off Indonesia, whose myriad of islands results in some of the most complex, unpredictable currents on Earth.

Satellites with very high-resolution cameras and wide fields of view can also be used to detect plastic sources and forecast marine plastic litter's motion and areas of accumulation



Photo and diagram: ESA

- All being "thrown away" but where?



Photo shutterstock.com

## But what about the plastic we can not see?

Surface currents can locally concentrate floating plastics on the top of the ocean, trapping and creating the now infamous floating 'garbage patches'. However, most ocean plastic is heavier than water, and these floating surface accumulations account for only 1% of the plastic that has entered the ocean.

Microplastics, plastic fibres and fragments that are between 1 mm and 0.001 mm, account for a significant proportion of ocean plastics.

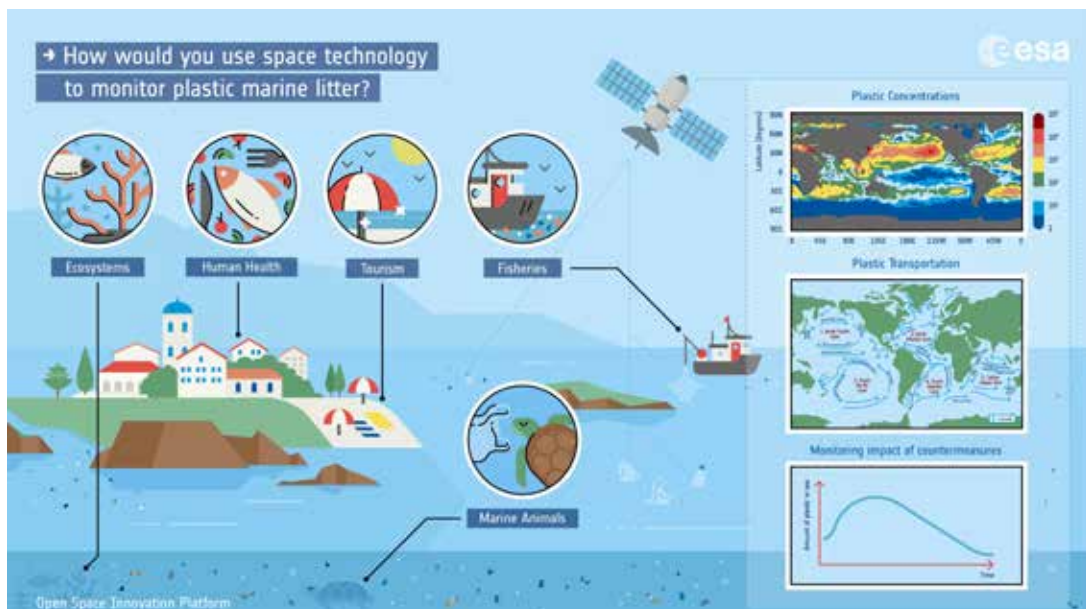
Research by the National Oceanography Centre (NOC) in Southampton is taking place to determine the pathways of microplastics into and across the ocean, to discover their ultimate resting place in the deep sea.

This includes understanding powerful underwater avalanches, which transport huge quantities of sediment to the deep sea - which can also include other materials, such as organic carbon that provides food for deep-sea ecosystems, but pollutants, including plastics.

These flows, and other types of seafloor currents, act like conveyor belts for

microplastics, transporting them vast distances across the deep seafloor. These seafloor currents locally concentrate microplastics in the deep sea, in a similar manner to surface currents on the ocean surface, creating pollution hotspots that are unfortunately often where deep-sea life congregates.

Until recently, we have only been able to witness these events at laboratory-scale or through simulated models. Novel technology, including that developed at the NOC, now allows us to directly observe these processes. These new measurements are changing the way we understand pollution transport, and also the complexity of the ocean in general. Ultimately the aim of research is to understand how, why and where plastic ends up in the ocean and to what degree sensitive habitats and organisms are exposed to it which even if we switch off the sources of plastic to the ocean today, we will be left with a decades-long legacy of waste mismanagement. Want know a bit more? Go to the NOC webpages or put things like "NOC microplastics" "ESA plastic" into Google - or come and talk to me and I will point you in the right direction. *Nigel Barraclough*



# Outcry over paper chart demise

**MANY SAILORS ARE ALARMED** at the announcement by the UK Hydrographic Office to withdraw worldwide paper chart production by late 2026 to focus on digital navigation.

Plans to withdraw Admiralty standard nautical charts are in response to more marine, naval and leisure users primarily using digital products. The UKHO says digital charts can be updated in real-time, "greatly enhancing safety of life at sea".

Peter Sparkes, chief executive of the UKHO, said: "The decision to commence withdrawing from paper chart production allows us to increase our focus on advanced digital services that meet the needs of today's seafarers. As we look to the future, our core purpose remains the safety of shipping operations and delivering the best possible navigation solutions to achieve that. Whether for the Royal Navy, commercial vessels or other ocean users, our focus is on developing and delivering Admiralty digital services that promote



safe, secure and thriving oceans."

"We understand the significance of this announcement, given the distinguished history of the UKHO's paper chart production and the trust  
**The world has changed unrecognisably in recent years, driven by digitalisation and rapid technological advancement.**

that mariners have placed in Admiralty charts over the generations."

The move to digital navigation solutions has been accompanied by a rapid decline in demand for paper charts, Mr Sparkes said.

Baroness Goldie, of the Ministry of Defence, said: "The world has changed unrecognisably in recent years, driven by digitalisation and rapid technological advancement.

"The decision to focus on digital products and services makes strategic and commercial sense, helping usher in a new era of maritime navigation."

Richard Bell, Assistant Director for UK Technical Services Navigation at the MCA, said:

"The MCA recognises the benefits of official digital navigation products for safe navigation, at a time when paper products make up a minority of navigation products being used at sea.

"This announcement by UKHO represents a clear vision for the future of navigation, which will need to be supported by official equipment and data suited to the needs of different maritime end users.

More information on the withdrawal of paper chart production can be found on the Admiralty website.

*Simon Worthington*

## Product recall

A product recall has been issued with immediate effect on a limited number of Calor 4.5kg Butane cylinders.

A small number of Calor 4.5kg Butane cylinders have been found to release gas from the valve when it is in the open position and connected to the customer's appliance/regulator.

**Please note**, there is no safety issue as long as the valve is closed.

If a release of gas is detected whilst the cylinder is in use, then immediately close the valve, disconnect the cylinder from the appliance/regulator and fit the cap to the valve outlet.

We advise all of our customers with a 4.5kg cylinder purchased since 2017 to check it in order to rule out any safety issues. Please check your bottle using the simple 3 step process below.

See full details at <https://www.calor.co.uk/recall>  
**Step 1** - Two letters plus numbers 33 or 34. Go to step 2.



**Step 2** - If there is no TPA marking on the valve, then this cylinder is not affected by the recall, and these cylinders are safe to use. If TPA marking go to step 3.



**Step 3** - Carefully examine the side of the valve body. The manufacture date (YY-MM) can be located at the base of the valve on the flat. If this is 17-06 or 17-12 then the cylinder is to be recalled.

If the Manufacture date is not 2017 then this cylinder is not affected by the recall, and these cylinders are safe to use.

If bottles need to be recalled go to <https://www.calor.co.uk/recall> and fill out the form at the bottom of the 'page' or call - 0800 181 4522. Phone lines are open 9am - 5pm, Monday to Friday according to website.

*Peter Denning*



Old friends remembered.

## Bill Cox

Bill and Ianthe Cox used have a little 17" "day-sailor" called French Mustard and although it had a small phut-phut outboard often the most effective way of powering it (other than by sail of course) was using a single long oar set in a rowlock on the transom.

I was out one day with Bill and one our way down to the main channel we passed a man who was rowing in his dinghy out to his boat; he had an interesting technique and I could not help but compare the two.

One seemed to think the best way of rowing was to get as much water in the air as possible and go at it with great effort while doing a fair impression of hyperactive paddle steamer going slowly.

We passed him easily, Bill with minimal effort was gently working the oar from side to side, hardly causing a ripple on the surface. Bill had been a champion rower since before I was born and I just sat back and enjoyed the easy grace of a master at his work.

*Nigel Barraclough*



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