

**Whitefriars Sailing Club**  
**2008**  
**Newsletter No.1**

**Commodores Report**

As my second year as Commodore begins, it is time to look back at 2007, and forwards to the coming season. My main memory of the year is of rain, with floods during the Regatta weekend, and some members being cut off for several days – luckily, no one asked for dispensation for the races they missed while stranded! The rain at the regatta mattered not one bit, as we all had buckets of water poured over our heads within the first 10 minutes of being there, anyway.

The plans for Regatta day 2008 are still in the very early stages, mainly because we are still looking for one of our members or members to take on the role of Social Secretary. After the AGM, the Burgess family very kindly agreed to act as Tea Bar stockists, so relieving the Social Secretary of that duty. The job is mainly an organizational one, planning the dates for events and making sure that each event throughout the year has a team to run it. That team would report back to the Social Secretary, but he/she wouldn't need to be involved in running every event.

The other committee post that still needs filling is a very important one, that of Treasurer. The Treasurer is responsible for keeping account of the club's finances, and also ensuring that people who spend money on the club's behalf are reimbursed promptly. Our retiring Treasurer, Stuart Young, has made the banking processes mainly web based, so visits to the bank are kept to a minimum. Stuart will be happy to talk through what is involved in the job in more detail with anyone who is interested in taking it on.

A full race programme is planned for 2008 with club racing every Sunday and various Open Meetings dotted throughout the year. However, cruising sailors, potterers and beginners are always welcome to come and sail. It might be worth just checking on the map in the clubhouse to see when and where the racers will be going, as reaching across a racing fleet just as the start gun goes can be a worrying experience. However, the lake is pretty big, and there is plenty of room for all.

At the opposite end of the "busyness" scale, the club during the quiet of the week can be a fantastic place to come and unwind. Cruising gently in a dying evening breeze or blasting across the lake in a strong breeze are both great fun. However, great care is needed if sailing alone at the club. In the "Cold" season, club rules state you must have at least 2 boats on the water at one time. We don't have the same rules for the spring and summer, but please take care. It is only a small lake but it is still possible to get into trouble. Firstly, just as you would if you were going walking in the hills, let someone know you are going up to the club and when you are likely to be back.

Secondly, check the forecast. Weather can change suddenly even inland, and a gentle breeze can pick up suddenly. Thirdly, if you are in any doubt about your ability to cope, either don't go out, or find someone to be your "buddy". Fourthly, practice. Don't make your first capsize be when there is no one to help you. Come down on a Sunday when there is rescue cover, let them know what you are doing, and go through your capsize drill. You will also find out whether your boat floats when full of water!

Have a great season, one and all!

Rupert Whelan, Commodore

## **House Rear Commodore's Report**

### **CLUB DEVELOPMENT PLANS.**

I had previously done some sketches to show the extension of clubhouse but the AGM voted not to pursue this more ambitious proposal. It was felt the existing buildings met our needs. However the AGM did vote to go ahead with a smaller extension to the left of the main entrance to the clubhouse. We would remove the concrete garage and the new build would provide a larger store for junior equipment plus more general storage for other club equipment.

### **WORK PARTY DAYS and JOBS TO BE DONE BY MEMBERS.**

The work party days will continue at three times a year but as these are mainly supported by the same people on each work party day and usually total no more than 25 out of a membership of over 300, I am asking for small groups to be formed. These groups would do specifically assigned projects in their own time. I will ask a leader to head each project group who can then organise their own work. Projects that need carrying out will be posted on the chat room and on the club notice boards. A number of jobs will continue to be performed by contractors as they are too large or require specialist skills or equipment.

Currently trees are being trimmed around the lake and bushes have been cut back on the approach road and around the car park.

If you have a specialist skill or even if you are enthusiastic, you are very valuable to the club.

### **TOWARDS THE FUTURE.**

I would like to hear members both on their views of what the club needs and what work they would be willing to carry out. One way of keeping club maintenance costs down is by members contributing their work effort. If you give time and skill you will have a greater pride in the club.

On a lighter note, I would like to wish everyone a great year sailing both racing and cruising. We have a wonderful lake and clubhouse facility but it needs maintaining and we can all do it together.

Tony Derrick, Rear Commodore (House)

## **Bosun's Report**

I am delighted to be taking on the role of bosun and providing a helping hand to the team of dedicated volunteers who keep the club ticking-over each year. I am indebted to Pat Ward for all his work in providing such a good starting platform and for helping during the hand-over (Does the hand-over last all year? Someone said it did!)

Many of you will know me from helping out with the juniors. Occasionally I get the chance to sail my Laser, if Kate lets me... Oh your Kate's dad I hear many of you cry. Well since breaking the Laser she has gone to college!

My role as bosun is to ensure the power boats are available to support all the club activities. That could be safety boat cover during weekend sailing, cover for the disabled sailing group or supporting the numerous training events organised during the year. All require some form of power boat cover and of course it is important the boats are capable of doing the job reliably.

The short break between Christmas and the 'cold bath' race series is a frantic time for servicing the engines and completing any repairs needed to the hulls of the power boats. This task has been successfully completed this year thanks to the help of a small number of 'back room boys' (and girls).

The power boats are essential to the safe and smooth running of the numerous club events organised throughout the year. Everyone is encouraged to take a 'turn' in the operation of the power boats and new volunteers are always welcome. We do, however, look for competent and careful operators. So if you would like to learn or you feel your experience needs refreshing please see Pat Ward or talk to one of the committee members and find out how easy it is to become a qualified power boat driver or to take a refresher course. You know it makes sense!

Finally, please let me know if you experience any problems with any of the power boats, for whatever reason, as soon as you can, so I can arrange any repairs (my contact details are in the members' handbook). This helps make sure all equipment is well maintained and will be available for use when needed. Remember it might be you that requires the support of the safety boat.

Thanks in advance for all your help in keeping the power boats running smoothly.

Enjoy the season and keep safe!

Andrew MacArthur, Bosun

## Rescue Boat Operations.

After the subject of Rescue and Safety Operations was raised at the AGM it was decided to hold a separate meeting to gather expertise together and tackle the concerns being raised.

The meeting took place on 16<sup>th</sup> December when Rupert Whelan, Wolly Merchant, Chris Stout, Peter Bone, Patrick Ward and John Andrews.

Most rescue boat crews are performing their rescue duties acceptably but concerns were being raised about the effectiveness of some rescue crews particularly during dinghy capsize incidents. Rescue crews should have been on the water and checking to see if assistance was required or actually offering assistance. The meeting thought that this reflected on the level of training given to the crews at the club.

The club offers a club-specific training course called CLUB RESCUE and it was believed that this is adequate bearing in mind that it generally carried out in one day. The Club Rescue course outlines to students the basic requirements.

Rescue crews will know:

1. that they will look after people first and boats secondly
2. how to collect and return rescue boats to their cages
3. fuel up
4. lay the start line
5. ensure that all safety equipment is installed in the boats to be used
6. basic use of the VHF Radio sets
7. ensure that a second boat is alongside the jetty with equipment onboard ready to go.

Most important though it depends on the people on rescue to make sure they are aware of everything going on and, if necessary in high winds, actually patrolling out on the water, and be prepared for anything.

However it was felt that additional training for both Rescue and Race Officers would be beneficial, particularly given the length of time between people attending the course and executing duty could be a matter of months. The club intends to run refresher courses on March 16<sup>th</sup> starting at 09-30 for rescue duties spending time on rescue and boat handling running alongside a similar event dealing with Race Officer duties. Further courses will be run dependent on the success of the original. The courses, needless to say, will be free of charge. The course detailed above relates to a Club course only and as such has no RYA status.

Further courses can be taken at Whitefriars covering Level two power boat handling and then level three Safety boat, both of which carry an RYA certificate. Please contact myself or Chris Stout to book your place.

Patrick Ward.

## **A Day at the Races**

Last year was my first go at taking the boat away and trying my hand on 'the circuit'! Whilst a number of sailors from Whitefriars regularly do this, I thought I'd write up my experiences for those who have yet to venture further afield with their treasured boat. Hopefully this will encourage them to try their luck.

I decided to take my RS500 on the Gul/Fat Face sponsored circuit. I still have the logos stuck on the boat and sail, but they don't seem to make me go any faster. I decided to stick mainly to South Coast venues of less than 2 hrs drive so I duly signed up for Weymouth, Stokes Bay and Lymington. They are all really nice places to sail.

Towing the boat is always entertaining. You start off at a steady 55 – 60 mph being very careful and making sure you don't break speed limits or swing the boat madly around corners etc. However once you are within 10 miles of the venue this completely changes. You suddenly start seeing other boats all headed in the same direction. This is fine until you realise that they are all doing about Mach 3, overtaking police cars and generally tanking along! Not wishing to start the racing already mentally beaten, the only thing to do is join in. Hmmm.

Once you arrive at the venue, there is the mad rush of trying to rig up, find all the bits that seem to have disappeared and then attend the 'briefing'. It is at this point that I looked around to see that nearly everyone else was about half my age, mean and lean and wearing RYA Squad Jackets and various sponsored team logos. My experience of the OODs at these events is akin to cricket umpires. They are all very experienced and they are always right!! Back in the boat park I start to realise the benefit of once sailing a woody Fireball. All the young bucks are wandering around the boat park having lost shackles and various bits of boat (most of which have dropped off because they were towing it too fast). Being older and wiser, I was able to help myself from my magic box that used to hold 90% of a complete fireball for any eventuality.

There is then a succession of flags and hoots which because I haven't stuck my flags bit in the boat are completely meaningless!! Anyway I spot Charlie Merchant (Demo Dave) and hope that he is headed the right way out to the start boat and then I try and start when he does. I have a fairly good idea of where the marks are at Whitefriars but out in the middle of the bay, trying to stop the boat from falling over before the start, I don't have time to look about. Top Tip – take a young crew with good eyesight. So the race starts. I'm surprised how poorly other people start. Whitefriars starts definitely more competitive. Blast around the course and surprise myself against the young bucks. We finish after 40 – 45 minutes racing, however there is none of this back to clubhouse for a cup of tea and a sandwich as you are already a mile or so out and the next race is starting back to back in about 10 minutes. We try and grab some water from a bottle and maybe a bite of wet chocky bar

and off we go again. At the end of 2 or 3 gruelling races it's back to the shore to de-rig, get showered and have a great time with other competitors. Arrive next morning for racing, having slept in nice bed at local hotel to witness all the young bucks falling out of various cars they had slept in the night before after a heavy session at the local hostelry, great fun if I was 30 years younger!!

Anyway, there then follows another great days sailing after which it's check results and pack up boat ready for the drive home.

The moral of this story is that it is really fun to go to class events and sail at different venues, but it is very different to Whitefriars. You need to give yourself plenty of time to get there, make sure you know your flags and signals as that is the only way you will know how many laps to do. Take some water and a chocky bar during the races and be prepared for being completely out of your comfort zone for a while as you can be a long way from land and normally doing a committee boat start. The sailing is great and you can only learn sailing in a fleet of similar boats. I would certainly recommend it. This year (2008) my first event will be the Datchet Winter Warmer series during February. There should be about a dozen RS500 sailors with races over 4 Sundays.

I hope you all enjoy your sailing this year and that some of you take the bull by the horns and try your luck at event for your class.

Pete Mallaband RS500 519

## **Sailing in Croatia**

Having been asked by the new editor to write a piece in holiday season sailing in Croatia I didn't really know where to start so I thought I would start at the beginning.

Our family of 4 has been lucky enough to have sailed the south coast for the last 20 years on a fairly regular basis on boats jointly owned by friends. I have also raced and sailed long distance. No qualifications were gained but plenty of holidays were spent both in fair and foul weather.

When inexperienced friends came back from a 2 week holiday in Turkey raving about the wind and weather we thought "We've been missing out!" and so we did some research for a summer week in lieu of skiing due to my wife's bad knee.

First thing "Was where to go?" We picked Croatia as there were very cheap flights on offer via Easy jet to Split and Croatia was known for having some good breeze, essential as we wanted to go sailing and not motoring. Next thing was to look for a sailing boat, again not a plastic floating accommodation platform. The main criteria were a fully battened mast and not in-mast furling and light displacement.

Enquiries at the Southampton Boat Show gave us the option of a brand new Elan 340 with an early booking discount through Top Yacht Charter. As a smallish yacht she was cost effective for 4 people and it had the appeal of a very large steering wheel, essential for the younger generation's interest in helming the boat.

The marina at Kastela was only a 10 mile transfer from the airport and we booked the first week of July.

It is important with kids to pick the right time to go, straight after schools break up but before the continental hordes come out in their boats to play. For example Italians apparently block book Croatia in August.

Our flight arrived very early in Split finding us at the Marina too early for our boat on a very hot day. The boat looked great but formalities took time and we were only able to start stocking with provisions later that afternoon.

Handing over formalities include providing evidence of competence such as a yacht master certificate or an ICC and a radio license, mandatory in Croatia, as well as a brief run down on the boat. It is the opinion of the local charter staff that UK sailors are generally of a high standard and don't cause problems. We saw what could happen straight away however when the 50 foot boat moored stern-to next door motored off at great speed and releasing their warps simply by undoing them at the boat. The inevitable happened as the long warps snaked through the cleat on the mooring jamming at the



worst moment, stopping the boat and pitching it sideways before exploding off the marina with a big bang and braking our shore charger lead. No one on the offending boat even looked back

"We won't charge you for that" said our man handing over the boat as we both ducked to the floor to avoid the flying warp with cleat still half attached.

You can fully insure but we opted for a 1000 euro deposit scheme which you obviously lose in the event of a major accident.

Setting off into the lowering western sun was a major relief and I would say that first day is actually quite stressful. We opted for a short sail before dark to Stormorka on the island of Solta where we had our first taste of stern-to mooring to a harbour wall. When you arrive you are given a slot generally by much shouting from the shore by lots of locals. The gap you are supposed to motor into doesn't appear to exist until the last moment as with fenders straining the boats each side of you move aside as you squeeze in in reverse. You are given a weedy old thin warp which you take to the bow, pull hard on and find attached to it a heavier warp made fast to the sea bed. Two stern ropes are then attached to the shore being careful not to pull the deep spade rudder to close to the bottom as it shallows at the wharfs edge. A long plank is then needed to totter ashore which my wife took some getting used to. All these places have electric and water and the restaurants and bars are generally two steps away.

Lovely harbours like Rakanac on Vis with plenty of inlets, islands and mainly pebble beaches made the holiday the best we have ever had on a boat.

We had breeze every day with the boat regularly hitting 7 knots upwind and surfing downwind at high speeds. Where we went simply depended on wind direction with good forecasts coming in by text message every morning onto the boats mobile phone.

We experienced one afternoon of 35 knots true but we made it into a fun experience by trying to beat our record top speed on a reach. The boat was fantastic and the type is now doing very well at races on the South coast and Scotland, winning the winter series on the Clyde as I understand it.

There were many highlights. One was the Island of Vis, only recently opened up for tourists, The blue caves on its exposed west coast, Hvar with its historic alleyways and our favourite little harbour Jelsa on Hvar islands north coast. We sailed over 400 kilometres in our week without ever upsetting anyone who wanted the afternoon on the beach. The restaurants in all the harbours were excellent even with the dodgy local wine.

If any one would like any information please contact me as sailing in Croatia is highly recommended and we are going for 2 weeks this year.

Bill Morris

## **Ian takes on the Fastnet**

Early last year I was asked if I wanted to compete in the 2007 Fastnet race. Having not long returned from the ARC (Atlantic Rally for Cruisers) I was keen to put my yachting experience and dinghy racing experience to the test in a serious yacht race. I didn't take long to accept.

The boat and crew have to complete a few races before they can start the Fastnet race so for a few months before the start I headed down to the Solent to qualify for the race and to get much needed experience of sailing the actual yacht I would be doing the Fastnet Race on.

I was sailing with a crew of 9 others on Scarlet Oyster, a 20 year Oyster Lightwave 48. Not the newest boat in the fleet but a very well fitted out boat that performed very well. She is bigger than most of the newer boats in class 1, but heavier.

In the run up to the start the forecasts were looking a little ominous with wind speeds in excess of 50 knots predicted for when the fleet would pass Lands Ends. This was not our idea of fun and the National press were prophesying a disaster similar to the events of the 1979 race.

The race organisers postponed the race start for 25 hours so the yachts would still be on the South coast when the high winds hit rather than half way across the Celtic sea.

When the race did start from Cowes we started on the Squadron end of the line on starboard, a few boats to windward of the pack. We were on the front row as the gun went and crossed the line at speed and were able to prevent any boats from tacking in front of us in the short tack towards the shore and were just able to tack and clear the boats to windward. From then on we had a clear line up the Solent at the head of the fleet.

Some other boats did overhaul us as we headed up to Hurst point but we knew we were in a slower boat than most of the other 71 boats in the class and close hauled is not the boat's best point of sail so we were all very pleased.

The wind started to pick up very quickly and by the time we left the Solent the wind was close to 25 knots but we had a very pleasant first days sail along the South coast knowing that night was going to be tough.

At about midnight after passing Start Point the wind started to build significantly and was a steady 35 knots. Sea sickness was affecting almost everyone but we still managed to keep to the watch routine.

We had decided if we were going to pull out we would have to do it before Lands End. Although conditions were uncomfortable we were all keen to complete the race so we carried on with the idea if the boat can deal with condition we should too. We were not aware at that point that over 200 boats had decided to retire and head for shelter.

We were sailing through some very large waves in a very big sea. Waves were crashing over the deck and most of the water seemed to find it way down below. Everything was wet and it was very cold.

We took a more northerly route than others in our class to take advantage of the South-Westerly forecasted to move to the South. It did and we tacked and headed directly for the Rock on port. Before we got there the wind moved round leaving us a beat for a few hours to the rock but we had still gained significantly on others in the class by taking the more northerly route.

Once round the Rock the race was on. Text and phone messages told us we were first in class one on handicap as we rounded the Rock just astern of Jaguar Logic sailing in the same class. The Asymmetric Kite was put up for the run home and Jaguar started pulling away. We were surfing with the kite up in 30+ knots of wind.

We had been debating what to do with the kite at nightfall when the spinnaker head blew out. We needed to sail almost dead downwind so we poled out the jib and soaked as deep as we could over night. We were still clocked at 13.89 knots at 22.30 so were still making good progress. Just before first light another spinnaker was hauled up and we jibed for Bishops Rock.

We were now back in telephone range and we soon found out we had overhauled Jaguar and were still leading class 1 on handicap. The weather improved and all we had left was to sail under spinnaker in a good wind toward Plymouth.

On arrival at Plymouth we sailed over the line with the kite still up and heard the cannon. We had taken line honours in class 1 and had finished 18<sup>th</sup> overall. All that was left was to crack open 10 bottles of Champagne and join in the party.

Ian Moss

## **The Hamble Winter Series,**

For the last few years I have done the Dartmouth Regatta as my parents live near there. I put an advert on the Royal Dart Yacht Club website and got a few offers to crew on boats in the Regatta which I have taken up. This year I did the same and ended up crewing on a boat called Steady Barker, is Bavaria Match 38. We had a fantastic 4 days of racing in Dartmouth Regatta in various conditions and came home with a respectable 3rd including a win in one of the races. Steady Barker generally sailed with a crew of 11 and, during Dartmouth I was the Mainsheet trimmer.

The skipper of Steady Barker asked me back to sail with them in the Garmin Hamble River Winter Series in winter 2007 (<http://www.garminhamblewinterseries.co.uk/>) which I duly accepted. This series is a series of 8 races from October to December raced on a Sunday. The first weekend I went down I got up 0600 drove the 100 miles down to the Hamble, got the boat ready, sailed out into the Solent and then waited for the wind to come up. Which it did not! After floating around the Solent for 3 hours the racing was abandoned and we motored back and I drove home.

The racing the following Sunday looked very much like it was going to be a repeat of the previous weekend. Finally a bit of breeze kicked in and the racing was started. Steady Barker came 4th due to having to take a 20% places penalty after a "manoeuvring error" before the start.

The fourth Sunday was a bit different. It was windy with a steady 25 Knots with the odd gust going to 35 Knots. Steady Barker got a good start and arrived at the first mark in a good position. We had a very good spinnaker hoist and then the boat accelerated to a steady 10 - 12 knots. This was quite an amazing feeling. A couple of gybes later we took the kite down and prepared for the beat back to the windward mark. Again we had another very good spinnaker hoist and again we accelerated and we did a gybe or two as before. Then one of the foredeck crew who was moving around the foredeck to keep the boat balanced got knocked off balance by a wave and slid under the guard rail. The helm steered the boat to lower that side of the boat to try and help us drag him back on board. This sort of worked until a gust hit us and the boat accelerated to 15 - 16 knots, hit a few waves badly and ended up broaching to windward. I ended up holding onto the guard rail with both hands with my legs not touching anything. The pit crew released the spinnaker and the foredeck crew held on tight to the other crew members and the boat. The crewman who had gone over the side somehow managed to grab hold of the back of the boat. After what seemed like an age but in fact was probably only about 3 seconds the boat righted itself and we surveyed the damage. One snapped carbon fibre spinnaker pole and one bent guard rail. The person who had gone overboard was rushed below to get warm and the rest of us looked around, realised there was nothing else wrong and we decided to carry on. We got the spinnaker down (we still do

not know how we avoided ripping it!) and put the genoa back up. The final upwind and downwind legs were fairly windy and, when we finally crossed the line, we realised we were still in with a chance of a result. Only later in the bar did we find out we had actually won!

Because of previous racing being abandoned due to very heavy winds and rain we had to sail two races on Sunday number 7 and we won both races. It was also a fantastically sunny day with a perfect wind and a glorious days sailing.

This meant we were in 2nd position overall in our class and had to beat another boat called SALVO on the final Sunday. We had beaten them a few times in the previous races. The previous Tuesday the met office issued a severe weather warning for the weekend and on the Saturday evening the race officers posted the following announcement on the website:

"At 06:00 Sunday we are expecting 230 degrees 25-30 knots with gust to 50 kts (a higher than normal gust lull ratio. By 09:00 this will increase to 35-40 knots with gusts to 60 knots on about 240 degrees. This will persist through 12:00, and then veer to 260/270 degrees 30 knots (gusting 50) by 15:00. Time to put our toys away ! See you all again next year!"

Which was fairly gutting but definitely the right decision. That Sunday I watched <http://www.bramblemet.co.uk/> and saw a steady wind speed of 35 knots between 0900 and 1200 with gusts reaching 50 knots.

So apart from the driving there and back it was a fantastic highly enjoyable 8 weeks.

Simon Payne

## **Marmaris Sailing Week 2007**

The Arcsine (an Arcona 370) calendar showed Marmaris Sailing Week in Turkey at the end of October 2007. However there was no way we were going to sail the yacht to Turkey and back between the last JOG race of the season and the yacht's winter haul-out.

It turns out that Kathy, the owner and skipper of Arcsine is a great sailing networker and has contacts in Gocek in Turkey with two brothers who own a charter company called Budget Sailing. Hassan and Aziz like to sail one of their yachts in the Marmaris International Sailing Regatta. Kathy, Adrian, one of her sailing friends and I were recruited as ringers to crew in the racing.

The yacht we were to race arrived back from charter the day we arrived so we had everything to do to prepare the yacht, a Comet 105, for the racing. Not only did we have to prepare the boat but we had to sail it the 60nm to Marmaris in time for the opening party. This was to be the ultimate in improvisation as we had to find a spinnaker, a pole and to build a rig for the pole from shackles and available lines.

By Saturday evening we were sailing down the Gulf of Gocek to a small beach restaurant to eat our evening meal. By Sunday evening we were moored up in the marina in Marmaris next to our accommodation yacht, a Bavaria 50, our Comet was race ready and we ready to party. In fact every evening of that week was sponsored by some company who provided at least one drink and a buffet meal.

The regatta was held over five days with inshore races on Monday, Wednesday and Friday in the bay on which Marmaris stands and offshore races on Tuesday and Thursday. With one race a day there was a regatta party each evening where the prizes for that day were awarded. The yachts were divided up into fleets determined by their IRC rating. Our Comet 105 was in the small boat or purple fleet.

The only spinnaker we could find back in Gocek was a cruising chute which we managed to fly as a symmetric spinnaker on a pole. It worked but to gybe it we had to bring it back on the deck and swap the sheets and guys and then rehoist. Despite our drastic weight pruning we found ourselves at the back of the fleet. Apart from the length of time it took to gybe we didn't seem able to point up to wind so we lost out on the upwind legs. Our theory was that it was something to do with the rig set up. We came 11<sup>th</sup> out of 15 and 14<sup>th</sup> out of 17 in the inshore races and 13<sup>th</sup> out of 14 and 12<sup>th</sup> out of 15 in the offshore races. Our overall result was 13<sup>th</sup> out of 17. The inshore race on the Friday was abandoned due to the lack of wind.

Finally we had to deliver the yacht back to Gocek on the Saturday with part of the passage at night. We had already had a taste of night sailing on the first

offshore race which had started at 10 a.m. and we had finished at 9 p.m. As someone who is used to the sophisticated UK buoyage and light system of the English South coast, I found navigation along the Turkish coast very different. Navigation along the English South coast is a combination of chart work, backed up by the presence of lights whereas in Turkey you have to rely more on the charts and the GPS positioning. Lights are bit few and far between and when they are there they are somewhat faint. But it was really interesting passage back to Gocek.

As with all these events I get asked all the customary questions. Was it worth it? Would I do it again? I found Turkey really hospitable and the Turkish people very friendly. I'll be doing this regatta again and probably going for that bit longer to get some cruising in.

Pat Green