

Adventures Offshore Logbook

October 2010



From the Helm

Welcome to this edition of the "logbook". Once again our boats have had a varied summer, visiting Belgium, Denmark, Sweden, Norway, Holland, Germany and the UK's north east.

For the third year on the trot I have to report I'm suffering from wind, or too much to be precise... so see the article on the following page for all the details. Any help with this condition would be thankfully received

As usual the wet & rough conditions bring out all the best qualities in our afterguard and crews, it reminds me what a great team of people we have in Adventures Offshore, and the impact we can have on the young people who sail with us. Our skippers and mates then walk away from the boats with a smile and just a few more tales to tell! What a remarkable group of people.

Prior to our boats departing on the Tall Ships Race this year, we held an open day at the Wet Dock in Ipswich, we were visited by many members of the public, as well as the Mayor of Ipswich and Rob Bye our scout regional Commissioner. This event will now become a regular feature, as we try to show more people who we are and what we do. A big thank you to the organising team, and to the Essex Scouts media team for staying all day to photograph and video the event.

Finally I would like to mention that we are always on the look out for new volunteer skippers and mates. Sail training is not for everybody, but with new trainee mates like Verity (see article on page 4) joining us, I feel that we will continue to move forwards with a strong and able sea staff, as well as the great team of people who help off the water, and work in our office. Thank you all for making Adventures Offshore the strong and capable organisation it is.

I will look forward to meeting many people during the winter refit.

Adrian Randall,
Chairman.



Dates for your Diary: The annual training day, AGM and dinner will take place on:

Saturday March 26th. More details, location and agenda will follow soon as the day is organised.



Photo by Dan Weaver: Sunrise approaching Denmark

Join our group on

facebook

We now have a growing **Adventures Offshore** group on Facebook, where you can share photos, video and stories. Take a look at www.facebook.com, there are already a huge number of great photos and video clips to see! It is a closed group, but anybody can join!

Stop press.....2011 Programme

Our website now shows the 2011 programme, and the skipper and mates' allocations will also be added onto this soon.

All programme changes and afterguard vacancies will be shown as we endeavour to keep this up to date, as well as the member's only pages, which show afterguard only updates, operating procedures, and other general information.

We are planning to revamp the website over the winter, so watch out for revised content

Check out www.adventuresoffshore.co.uk every week!!



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Too much wind!! A Tall Ships Race Tale -

Afterguard or Superheroes? By Adrian Randall

After force 9 from the south for 3 days when heading south in 2008, and force 9 from the east when heading east to Russia in 2009, for 2010 I was looking forward to my turn for the sunshine and light winds from Antwerp to Aalborg. The omens were good as the start was delayed due to light winds, and the sun shone, this was it!



However this was not to be, 4 hours after the delayed start the vessels ahead were reporting 40 knot winds, as we watched 2 thunderstorms approach on the radar. After crossing the shipping lanes in ever increasing winds at night, a worried guard ship made an "all ships" call to advise that he was protecting 2 cable laying ships, just beyond the shipping lanes, half a mile next to the waypoint 70 tall ships were now approaching.. (not a good time to be cable laying I thought) At the same time we were reducing sail as quickly as possible, whilst avoiding other boats doing the same. Sleep, who needs it?

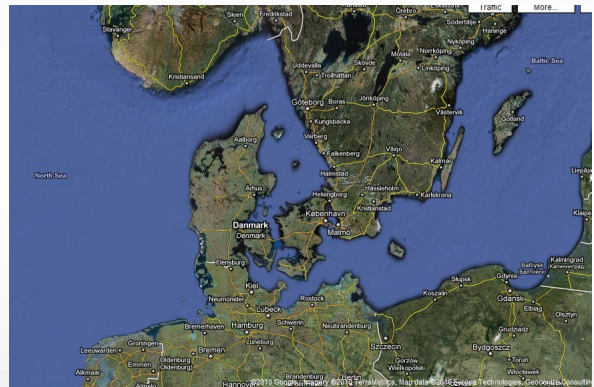
As the sun came up I was bouncing off my bunk "What's going on up there Keith"? "40 knot plus winds" was the reply! By mid afternoon the third reef was in and heavy preventer set. We were surfing at 15 knots in 50 knots plus down 6 metre swells, in an incredible clear blue sky and bright sunshine. It was the fastest I have ever been in our boats, with the smallest amount of sail up, just a triple reefed mainsail, running dead downwind.

After 36 hours of this, the wind and sea started to abate, and a bacon and egg sandwich made by Keith made life look a little better. Normal watch keeping could now resume, as Danny, Keith and I had spelled each other at the wheel for 36 hours. These guys weren't just mates, they were **supermates** all that they needed were masks and capes..

6 hours later things were different, we had all the sails up and were heading for Denmark, on the rhumb line at 7 knots in gentle seas. At last! This was the weather I had booked in advance.

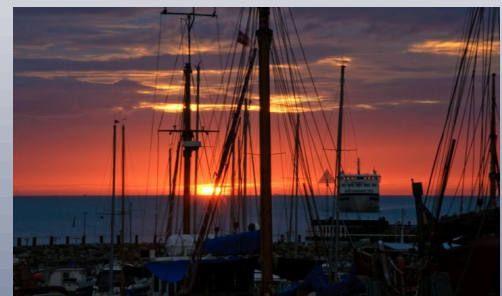
The rest of the passage around the top of Denmark went well, manoeuvring around shipping, with decent following winds and seas all the way to the finish line of Skaagen. After crossing the line we put into the port of Skagen, for showers, water and the obligatory steak dinner!

After visiting Skaagen and mooring in the fish dock alongside several Tall Ships Race boats, we had a pleasant day sail to the island of Laeso, and put into the charming local ferry port of Vestero, a very pleasant cruising destination. Here another steak dinner was to be had. Superheroes need their strength!



The following day our cruising time was up, and we made our way to Aalborg, greeting Offshore Scout briefly as we entered the Limfjord. OS2 had sailed direct from Ipswich and was due to meet up in Aalborg the same day as us. As usual all the plan's came together, and we rafted up alongside in Aalborg.

The caped crusaders?



Vestero at dusk

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Photo Gallery

Many more pics and video clips to be seen on our facebook pages



Barry, note the tidy "At sea" chart table.....



0300 to 0600 chilly watch



That's a nice cuppa!



Where's mine?

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My First year, by Verity Line

I joined Adventures Offshore in November 2009, and what a first year it's been for me. After only having completed my competent crew course in September I was caught up in the sailing bug, literally hook, line and sinker.

I was keen to build my sailing experience and gain as many sea miles as possible, and as such Adventures Offshore was brought to my attention. I immediately contacted the team and I haven't looked back since. I was quickly asked to attend a trainee mate's weekend where I hesitantly joined a crew of 10 other strangers, all of whom shared the same passion for sailing and sail training.

What a weekend it was, with a skipper as mad as a fish (*Editors note: Would that be Snacky?*) and a crew all intent on proving their worth and sailing abilities, not to mention the interesting exit from Shotley Marina in a force 8. As I was extremely new to the world of sailing I just flexed my muscles and got stuck in, whilst also telling a few (probably lame) jokes. I had no idea how to navigate my way around the boat, let alone whilst we were actually in the water and therefore I simply couldn't compete with the more experienced crew on board. I wasn't sure how AO would respond to a young (ish!) woman of limited experience but to my delight I was asked to join AO as part of their afterguard team as a trainee mate, which I was extremely proud and honoured to accept. It must have been my cracking sense of humour which won them over!

Initially I thought it would be a great way to get out on a boat and gain that all important experience to proceed up the RYA ladder. And that it has proved to be but it has also been so very much more than that.

AO has allowed me to meet the most fantastic group of sailing enthusiasts, from all walks of life, but all of whom have the same dedication and passion for feeling the wind in your hair and hopefully in the sails too. AO has also enabled me to meet the most amazing young people who come on board for a weekend of sail training and fun. Many of them are new to a boat and so it is the afterguard's job to help them understand which lines to let go, which ones to pull, when to turn the boat, what direction to head, how to lower and bring up the anchor, how to put up the Yankee, how to take it down..... when to put the kettle on and where all the food is kept. These young people are an inspiration though and their enthusiasm and obvious joy they derive from their experience on board eclipses all thoughts of personal gain and mile building.

In the time I have been with AO, one winter refit season and one summer sailing season in total, I have spent time on the boats in the wind, rain, sun, fog and every other weather condition in between. I have been in force 0's! to Force 9's in these mighty Oyster boats and not once did I ever wish I was anywhere else, even when the sole purpose of one trip was to empty the rather compressed and blocked heads tank!

I've seen some sights along the way some people only dream of, and I've met people I never thought I would. I've been down the river Orwell a fair few times but I always count myself lucky that it is I standing on the boat rather than on the shore watching them go by as I so often did before taking the plunge and joining up. I've also been to Oostende and back overnight in rough weather and during the Tall Ships Race 2010 was lucky enough to visit Denmark, Sweden and Norway. Wow what amazing experiences and opportunities AO has given to me. Long may it continue.

Verity



2011 skipper and mate allocations - These are currently being drafted out, with the first view on the website by the end of November. After that the usual swapping can take place, so we have an agreed schedule by the beginning of the sailing season.

Don't forget! The annual training day, AGM and dinner will take place on **Saturday March 26th**.

The location and further details will be advised soon

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Refit news - The winter refit budget has been agreed between the Operations team and trustees. This winter we plan to look at several areas on the boats that are in need of upgrading, or full overhaul



- Battery management - To help improve the life of our domestic battery banks, we are investigating fitting new “smart” battery chargers. These chargers are designed to remain switched on when our boats are tied up alongside, giving a slowly reducing charge, followed by a “float charge” This should ensure our battery life is maximised, and we start any voyage with fully charged batteries. - More to follow on this during the training day.
- GPS - The aim is to replace both GPS units and standardise on a new model.
- Cookers - Remove and refurbish and replace damaged components.
- Instruments - Replacement of elderly wind and log displays.
- Mains lighting in Offshore Scout saloon and galley.
- Holding tanks - “The dirty job” Both boats have had problems with holding tanks this year. We will give the tanks a through clean, and best practice will be explored at the training day in march, to avoid future block-ages. **Editors note:** *This happened to me last season, I had to get the mate to sort it out...*
- Offshore Scout Antifoul replacement - Offshore Scout has gone straight out of the water at the end of the season, and into Fox’s yard for antifoul abrasive removal. Once completed we will re-prime with epoxy and re-antifoul. This has to be done periodically to avoid excessive build up which creates a poor base for new paint.
- Plus all the usual jobs, cleaning, painting, polishing.....not to mention lots of tea!
- Once again we will be able to visit Fox’s Marina yacht Club, which is now an official members club., run by the members

Contact the **office** for **Adventures Offshore** branded clothing: Rugby shirts, t shirts, sweatshirts and hood-ies.....We now hold a small stock, and order more several times per year, or when needed

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