Up the Creek

Lower Halstow Yacht Club

Autumn 2018

Commodores Ramblings

I must start with the sad loss of two members.

Firstly Mike Johnson. Mike had been a member for a number of years and was well known and well liked by many members. He was probably best known for his Hardy motor boat Wobbly Cod and in more recent times while his health was failing, his daily visit to the club for a chat with all his friends and to watch the world go by. Mike had been our resident sign writer, and his handiwork can be seen around the club. Mike was always keen to help others out, like the time when my boat was ashore, and when I tried to test the engine I discovered the starter switch had gone faulty over the winter. I happened to mention it to Mike and in no time at all, he had been home and returned with a tin of contact cleaner spray and a push button switch with a pair of fly leads that I could connect to the back of the control panel to override the faulty switch. He will be sorely missed.

Just today as I am writing this I got a message that Eric Bacon, a lifetime member and next-door neighbour to the club had passed away. I must admit to not knowing Eric that well but I know he had been ill for some time. Our thoughts go out to his family.

I hope you have all managed to make the most of the long hot summer. Although I missed the opportunity to escape on the boat during the hottest period, we were in North Wales experiencing Wales's hottest weather on record. Our plans of hill and mountain walking were seriously curtailed by the heat.

Although I didn't venture in the hottest of the weather I still managed to get away a few times on the boat, even if two of the trips were very much whistle stop round trips. I recall writing in the last edition of Up the Creek about the early May trip to the Blackwater and I wasn't going to be able to go on the next trip at the end of May. Well, my plans changed slightly and I was able to go and meet Catherine 2 and Cognitus in Brightlingsea. I set off on a mid-day tide and had to punch all the way up to the Whitacker against the wind. Consequently, I

didn't arrive until late and all three of us were on our way back to the Medway first thing in the morning. At least it was two days out on the boat.

The second whistle stop trip was a 4 day trip to Boulogne and back. Again, arriving late in the day and on our way back again in the morning. At least there was a chance to get a meal in the evening and a visit to a Supermarket before heading home.

At the end of September 5 boats, all single handed headed up to the Blackwater again for a more relaxed trip over 4 days.

Through the summer I have spent quite a bit of time in front of my computer rebuilding the club website. With the introduction of GDPR our initial thoughts that the website was GDPR compliant was put in doubt when I started looking into the Google Forms that we have used the last two years for membership renewal and new member applications. Google would not give a definitive answer to the question "Is Google Drive GDPR compliant?" All they would say is "Google business suite is." Which costs money!

We were already paying for webspace on a UK based web server so I set about building a new site using WordPress, an industry standard free web builder. The new site is self-contained on the UK based web server. I have started using an emailer, MailChimp based in the USA, but they insist they are GDPR compliant. The new website has cost the club an additional £18 per year to include a database in our web package that stores all the data, and about £30 to extend the capabilities of the free Forms package that we need to collect membership information. As most of you will now be aware the new site is more secure with individual member's login.

Having mentioned the Membership Renewal Form, can I please encourage more of you to use the online form when we send out the renewal notifications. This simplifies the collection and filing of your data and is GDPR compliant, ensuring all our data is safe.

As most of you are aware we act on behalf of Peel Ports in collecting the Conservancy Fee and Mooring Licence Fee. We are required to pass the boat name, owners name and address to Peel Ports for each Conservancy Disk and each club mooring we allocate. Under GDPR, without your explicit permission we are not allowed to pass that information to Peel Ports. If you do not complete a renewal form and give us that permission we are not legally allowed to issue you with a Conservancy Disk or renew your mooring. If we can't prove that we are GDPR compliant the club could face a heavy fine.

A new feature added to the website is the Members Contact list. Again, due to GDPR we are not allowed to share your contact details without your explicit permission. At one time we had a grass cutting rota and a list of all members was circulated to enable members to make contact regarding the grass cutting days. This also served as a useful means of getting hold of members from anything such as organising a sailing trip to informing someone that there was a problem with their boat. We can no longer do this, hence the website Contact List. The Contact List is behind the secure login only visible to members. To appear on the list members need to opt in and add what details they wish to share via the 'My Profile' link. There is also an option to add Next of Kin details, which would be useful if someone is taken unwell or involved in an accident.

If you find any errors on the site or think of something that would be useful if added, please let me know.

And finally, this will be my last Commodores Rambling as my 3 years as Commodore is coming to an end and time for someone else to step into the role. I would like to thank the committee and the whole membership for their support and making my term as Commodore easy. I hope you will all support whoever takes over the role as much.

Boulogne Trip – 14th-17th June

A small group of club boats ventured across to France and down to Normandy. I couldn't go as it was just before my planned holiday in Wales and couldn't afford to be weather bound in France. One boat returned home about a week earlier. Mike Griffin, still recovering from an ankle injury had dropped out of the main trip, but was keen to join me as crew to hopefully meet up with the two remaining boats on their way back. We set off to Ramsgate on the Thursday, then from Ramsgate down the channel to just past Dover and turned across the channel. We had a really good crossing with just one close encounter with a large commercial vessel. We had been monitoring it for some time on AIS and were in a bit of a quandary as we were the stand on vessel. As we were getting closer I decided as we were by far the most manoeuvrable vessel I would radio the ship and inform them that we would alter course and pass behind them. They seemed a little surprised by us giving way to them and after confirming that we were giving way were very thankful. We continued across until we reached Cap Gris-Nez when we realised our planning had gone a little bit wrong. I think we had messed up with the time difference and using tide predictions on the iPad in BST our side and using the Almanac on the French side. We had a 3 or 4 knot tide running against us. After creeping along for a while, I realised I would have to push the engine a lot harder than I normally like to in order to reach Boulogne at a sensible time. We eventually reached Boulogne and moored up. The other two boats weren't far away arriving a little later. After a meal in Boulogne Friday night, we were on our way home again on Saturday.

This time the wind had got up and the channel had become rough with a South Westerly. We did however manage to switch of our engines and sail under genoa only, from Boulogne to Cap Gris-Nez straight across the channel in a remarkably good time.

Just off Dover one of the other boats announced over the vhf that they couldn't get the engine in gear. We went along side and could see a rope wrapped around their propeller. At this time, we were about 2.5 miles off, just West of Dover with a strong tide running east pushing us towards what seemed to be a constant line of ferries to and from the port.

A little bit of panic had set in and a call was made to the Coastguard and within a few minutes the lifeboat had been paged. It became obvious that the lifeboat wouldn't get there before the disabled boat had been pushed into the track of the ferries. Jeddo has an AIS transceiver so I sat in close to make the disabled boat more visible. We managed to convince the disabled boat that the wind and tide was in the right direction to get the boat back under control and sail out of trouble. This also coincided with a gap in the flow of ferries. With us now moving and heading east I informed the Coastguard that the casualty was now under way again and the Lifeboat was no longer required. It had however already launched so was going to proceed.

By the time the lifeboat arrived using my AIS transmission to come straight to us, we had got as far as St Margaret's bay. They wanted to tow the casualty back to Dover. However, both the crew on Jeddo and the other returning boat needed to be back at Lower Halstow before Monday. This would have left the casualty in Dover on their own with no assistance. We

came up with a plan to escort the casualty to Ramsgate and then tow them into Ramsgate harbour. The Lifeboat was happy with our plan so we waved goodbye to the Lifeboat and continued to Ramsgate. The tow was set up and we entered Ramsgate. On calling ahead we had already discovered that they were extremely busy and suggested we went to the outside of the commercial pontoon where we would have more space to manoeuvre whilst towing. We got alongside but the swell coming through the entrance was bouncing us around, which had we stayed there would have meant a very uncomfortable and noisy night. The marina found us another more protected spot to which we moved. I had a dry suit on board that the casualty skipper put on and within about 15mins the rope was cleared. On Sunday we returned to Lower Halstow. I only fitted the AIS transceiver last winter and on this one trip I felt it had justified the expense.

Blackwater Weekend 27th- 30th September

Getting towards the end of the season and a predicted improvement in the weather, Ken sent an email around the regulars to see if anyone was interested in a trip to Calais or Gravelines. As the weekend got closer there was gale force winds predicted in the channel so it was decided the East Coast was a better bet. Les on Cognitus had decided he would go out on the night tide and set off earlier on Thursday morning so he could arrive in daylight. Ken on Lethera and Nick on Daydream had work commitments Thursday morning but planned to get down before the tide departed Thursday to set off Friday morning. On Wednesday, the forecast for Thursday was very light SW and then stronger NW for Friday. I decided I would head off as early as possible Thursday afternoon, punching the tide for a couple of hours and hopefully getting up to Brightlingsea or Pyefleet Creek before it got too late. I arrived at the club to find Ken, having visited his customer very early and finished there, so was ready to head off on the tide. Mike on Arigorn was also there ready to go. We loaded our boats and were ready to slip our moorings about 13.30 for 14.50 HW. Heading up Stangate Creek we got a call from Daydream to say he was almost ready to depart about 30mins behind us. After an afternoon of motor sailing, probably more motoring than sailing we crossed the SwinSpitway in daylight. As we headed up the Blackwater we were treated to the most amazing sunset. Darkness followed quite quickly as we turned into the Colne channel. We had heard from Les that he was anchored in Pyefleet Creek so we headed in with very little water over the entrance bar. For some reason Pyefleet was very busy considering it was a Thursday night. We found a spot where we were just about afloat to anchor in.

Friday morning Les on Cognitus who had pulled a muscle on Wednesday decided he would stay put and rest while we moved on. After several attempts we contacted the lock keeper at Heybridge Basin and he could fit us in for one night. We set off arriving outside Heybridge at about 2.00pm as requested for locking in. We had to wait for the second locking in as there was too many boats to fit the lock at once. Once in the lock we were shown where we were going. It was going to be tight. To cut a long story short we ended up with Lethera and Jeddo moored bow to bow so we could overlap. The stern of Jeddo was just a few inches from the wall of the lock with Arigorn and Daydream rafted alongside. After a pleasant evening in the

Old Ship and the Jolly Sailor we finished the evening sitting on Jeddo. As we couldn't escape until near high tide on Saturday we walked into Maldon along the canal returning along the seawall clocking up over 6 miles. Saturday afternoon we returned to Pyefleet Creek having to first negotiate our way through a fleet of mainly high-speed Tornado and Sheerwater cats racing backwards and forwards across the Colne entrance. Amazingly we got into Pyefleet Creek that was deserted in comparison to how it had been on Thursday. Early Sunday Morning we all headed back to the Medway to avoid the deteriorating weather forecast for Monday. After leaving the Blackwater off went the engines and we sailed all the way into the Medway where the wind seemed to start going around in circles, so it was engine on again for the last bit into Stangate Creek and down to the club.

Rudderless Meanderings from the Editor

Brexit Bonus

As you can imagine your editor tries to keep politics out of our esteemed organ- sailing is indeed an elemental retreat from such vulgarity.

However a thought has crossed my mind how we might use the country's current climate of upheaval as an opportunity for life enhancement against the odds.

With the possibility of Old Blightly repatriating powers to Westminster from Brussels we should seize the chance to ban Jet Skies from British waters.

We've all experienced it. Some delightful evening anchorage. We relax after a gruelling days sailing with a super snorto grand luxe in one hand and a book perhaps on the mysticism of sailing or similar title in the other. In a word: contentment.

Our reverie is shredded by laughing, whooping and a low throbbing announcing the arrival of a glittering plastic pleasure barge complete with stern mounted toy rack.

With much hilarity and looking like an episode of Love Island, louts masquerading as crew set to unload jet skies and proceed to blast through the saltings scattering nesting birds and generally ripping up our one chance of peace and solitude in this mad world. Nowadays you can't even get a quite pint without some crappy speaker squawking at you. I'm sure any solid citizen could be excused in half hoping to hear the merry sound of one smashing into a half submerged shipping container.

No doubt conceived on the continent somewhere- there's something so not British and harassing about Jet Skies. One can't imagine a Jet Ski saying excuse me or forming an orderly queue: more broadly the entire concept is surely contrary to the spirit of nature. In sailing we attempt to engage with nature in a harmonious rhapsody. Sailing is, not to put too fine a point on it, soul food. Jet Skies simply wish to batter nature into submission. I can tell

you for a fact that no one has ever composed a great poem or important musical composition whilst astride a Jet Ski.

I am sure that if we where to dig into EU law deep enough we would find a decree from our foreign masters enshrining the right of EU citizens to "enjoy" the use of "Personal Leisure Craft"

Now we are hopefully leaving all that tosh in a foreign port and sailing into a brighter future our politicians should ensure that part of the divorce papers include a clause banning these ticks on the body sailing from our national waters-I'm sure our clever civil service chaps could slip it in somewhere unnoticed with all the stuff on lobster pots and eel grass quotas etc etc etc.....What users of "Personal *** ing Leisure Craft" do in international waters, 200 miles out to sea is up to them. Let's hope they're mistaken for a meal by a whale or something.

Join with me and send a letter to your MP/MEP without delay. I would be grateful for your support.

Crime on our Doorstep.

Saw this outrage in the Estuary recently – Chaps blatantly stealing Whitacker No3 Buoy in broad daylight! What's the world coming too? I of course notified the authorities with an All-Ships broadcast on channel 16. No response as yet – I gave them my details – but I imagine they apprehended the rogues using one of those drones or similar that we hear about nowadays.

Isn't She a Sweetie!

I saw this delightful steam tug whilst I was in the Swale coming back from the east coast via Faversham.

With that much character she should have a face on the front and be in the next episode of Thomas the Tank.

She's the Barking – as you might have guessed-and looked after by the VIC 96 trust at Chatham. Splendid work chaps! Do look them up on the web.

Enthusiast crew resplendent in uniforms of oil-sodden overalls completes the picture. I'd be surprised if there wasn't a few bottles of gargle and the odd cheese sarnie on board somewhere. A Grand Day Out!

I should imagine they have one of those annoying signs pinned up somewhere below "You don't have to be Barking to be aboard the Barking but it does help....." arf arf.

This Chaps got it right on the River Crouch!

In my book broker details should always include what space available for sun lounger on deck as well as the usual headroom, cruising speed, under water profile etc etc,

Members cruising the Blackwater would have seen the old Radio Caroline Ship as I did recently.

Apparently you can arrange a tour. Sit on Tony Blackburn's hot seat maybe?

The Lovely Beryl- of whom I couldn't have asked for more- at the top of the Colne this summer- great trip.

Taking off from Rochester Aerodrome, your editor took to the skies to see our sailing area from above. A quest to get exciting pickies for UTC

Can you spot yours?

Heading back towards Whitstable from North Foreland

Your Intrepid Editor

Pip Pip!

Your Editor

Colanna Emergency

All Les wanted was a quiet sit and contemplate on Cognitus (so he said), on the way out to her, he noticed Colonna was sitting low in the water. Fortunately he had previously been doing electrics aboard and had the keys to access.

On opening he found water was up to the top of the lockers inside and coming in fast. He was unable to make any impression on the water level using the manual bilge pump and the Auto bilge pump had long stopped due to exhausting the battery power. He decided to use his tender to attempt to tow her toward the slip, luckily he was seen by Norman and Mark Stevens who used Kitty to assist, but Colanna grounded about 3 mtrs off the hammerhead. As the tide receded they rigged the clubs large capacity mains electric pump to get the water out as the extra weight could have caused the keels to break away.

It was soon clear the leak was due to splits in the hull above both the keels joining the hull. Les phoned round and managed to rally enough people to attempt to get the boat onto the slip way for a dry cradle lift the next day. So on the Saturday midnight tide, with Les working the clubs mains electric pump, John Knight on ferry duties delivered Brooke with Christiana, and their 2 house guests on board who all manually bailed with anything that could hold water in an attempt to stem the incoming water enough to allow her to lift and be moved inch by inch onto the slip. With a combined effort they just got her over the lip of the slipway and onto the flat. The incoming water proved more than a match for all efforts of those on board as we could only barely keep pace. We thought we had lost the fight on a number of occasions as the tide came and went.
But about 1 a.m. we had succeeded in preventing a full sinking and she was left ready for a lift Sunday morning

Graham Leighton volunteered to drive the tractor and Colanna was carefully moved to her current position. Because of the nature of the damage it had to be supported under the hull and not the keels. Subsequent investigation shows cracks in the outer hull skin above both the keels.

So, if you have a boat with bolt on keels and seeing small leaks it's worth that extra look.

Just added Note from Les Long

- I was staggered how difficult it was to empty the boat - the manual pump proved difficult to use and very exhausting. It made little or no impact on the levels. The main 12 volt automatic bilge pump had obviously been working for some time as it had drained the batteries. Once

these had gone under the water they completely failed and made the 12 volt bilge pump useless. Mark and I used two buckets bailing into the cockpit on the way into the shore - again very exhausting - and who has two buckets on board — Thanks Norman ! The dinghy tow in was painfully slow (Honda 2.4 hp) and without the aid of Kitty we would have struggled to get to shore.

The amount of water coming in was also a surprise, we were looking for a large hole - checking seacocks and stern glands which all proved to be intact. It was not until we emptied the boat on the first occasion and watched as the tide come in we could see the ingress in via the splits along the hull/keel joint. We had attempted to patch the obvious ones with lots of waterproof sealer - but once the weight of the keels became unsupported these all opened up slightly. Still nothing visually alarming - and easily skipped as not the culprit, but combined they almost over powered the mains electric pump - and 4 people manually bailing for a couple of hours while the tide came and went.

The mains electric pump was a great help - It still could not manage the leak on its own surprising, as the jet of water it produces is impressive. We should test this and maintain it as a work party task. You never know

I will be reviewing my own system this winter and testing and servicing the manual pump for sure!

John Knight

Most likely I'm not alone in checking my leisure investment is actually still afloat whenever I visit the club! Stuff of nightmares – We have all heard numerous tales of members stepping in to prevent expensive damage to club boats- Bill Strefford rowed out to secure my boat cover that had come right off after a storm and would have cost me dearly to replace - well done to all who helped out on this occasion - Glad Kitty was involved – love Kitty .....Ed

The Things we do for Family! Trip to Rye (a Cinque Port)

July 2018

It started as a request from Daughter to go there with the boat to break any awkward moments that may arise while she & partner introduce us to her future In-laws! ie. Keeps conversation going.

Well- as sailing solo thought better check it out, I looked it up in Reeds Almanac (never been before).

Now a little apprehensive as tides run in narrow channel at up to 5 knots.

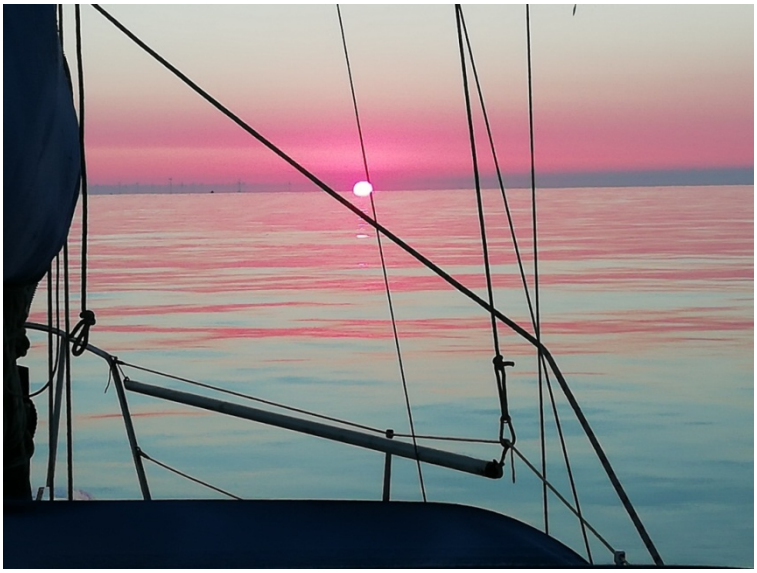
Meanwhile, as this is just going to be a short stay in harbour I`d asked Roger (Touche –fame) if he wished to join ship Wednesday night in Rye for a trip then back to club.

14 July Brought Lethera to scrubbing pad for a quick scrub down & remove detritus off bottom & deck (busy birds)

Into Stangate Creek to await early morning tide 02:06 HW and spring tide 6.0m

15 July Set off bound probably Ramsgate or Dover.

Saw dawn breaking approaching around Princes Channel with little or no wind so motored on



As spring tide had set by the time I got to Ramsgate – it was still with me, so punched on to Dover.

Called up Dover Port control, asked to enter via Eastern breakwater entry after one ferry out and two in. Got past the cruise ship docked on north side of western entry.

Lots of major redevelopment at the docks and harbour entrance, so now one way traffic control for entry to harbour and marina.

I was requested to go into Granville dock as tidal area was full (no anchorage permitted while works underway) asked time to leave before dock gates closed - informed 0600.

16 July 06:00 out of dock to catch first of tide running west fairly simple exit as a couple other boats left with me so no traffic jams!

Past yet a different cruise ship to yesterday-changed during night- out of western entry and approach to meet the tide turning west (within 15 mins of port entrance)

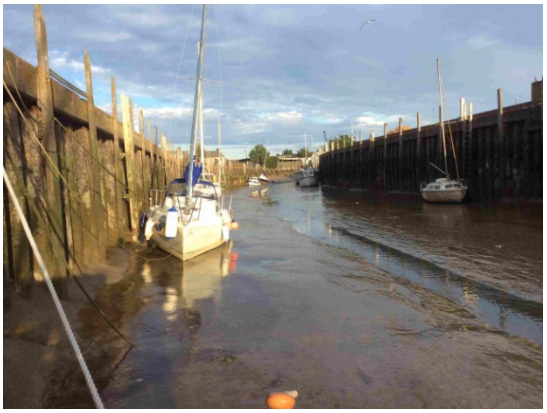
Well the tide got me now running like a good un! Flew past Dugerness at 6+ knots (on fast tick over no wind again) Managed to avoid the crab pots – some you barely see as current drags them under surface.(~ 1.7 kts west tide running) Dover to Rye only 28 mile I was outside Rye harbour (Fairway Buoy) by 10:40am, HW Rye Harbour is 14:18 Book says entry -2hrs earliest – however you would need shallow draft for that!

Called up harbour master he recommends on 1 1/2 hrs before entry. So late breakfast early/lunch at anchor off the entrance.

It is requested that you call in to Admiralty Jetty to book in, Called VHF Ch14 – explained Solo – informed call to check tide ht @ 12:30 then just carry on to town Strand as you would struggle to moor up against jetty with tide running.

12:30 called up harbour master- very helpful – just watch entry (tide gauge on dolphin buoy lateral planks at 1.5/3.0 & 4.5 metre heights) stay mid-stream till past Jetty for ~ 1.5 mile turn into Rock Channel (port) and close to boat stern(s) as deepest.

12:30 up anchor approach with caution – enjoy the ride going in at 7.5Kts - knocked out of gear to slow down, still doing 4.5 Kts but now broadside up river! Hey-Ho gave me a chance to fender up & place mooring lines both sides.



Fast approaching the Rock Channel entrance on starboard however tide is going to take me past so give engine some wellie the port/stb buoys seem to be only ~ 50ft apart, got into channel again just! Meander beyond the moored boats (they are on both sides of channel) which are deepest? Chose stb side- looks good- about 5feet off their sterns – however kink in river goes over (slightly) to port -wrong choice- grounded for 15 secs,

Tide was running so fast I floated off again however, my stern nearly overtook my bows as tide caught it. (Thank god no one saw it!!) Now at the end of Rock Channel, turned to starboard to enter Strand Quay. No one told me about the steel sluice gates! Looked for a berth against a ladder and push engine into reverse to slow down. A quick turn around off mid cleat to hold me until I could scramble up the ladder, aft line thrown up onto quay to sort the stern out. All`s well. Time for a beer and watch and adjust lines as tide recedes.

Plan: Plug in to shore power & top up water tanks and take a shower, tomorrow look around town, have a walk then await wife, Daughter and her feller together with her Future In-Laws (not arriving till Wednesday)

Tues/Wed 17/18 July

Walk around town find available hostelries & restaurants etc (didn't rate the beer much close to Strand Quay) better finding a one in town.

Luckily found a supermarket with fresh food so bought some white fish & made a lovely fish pie with cheese mash & fresh veg – sorted! Wed lunch time – found a much better pub which will do pub food at better costing and better beer 5 mins walk from boat (there`re not turning up till late afternoon now – traffic !) so booked for evening all 6 of us.

Great evening had by all with good food good company what more can you ask for! (and reasonable cost)

Rodger had heard my dulcet tones as he was walking town looking for a better pub than on Strand Quay.

Thurs AM 19 July

Picture shows 2 hours before HW, when tide comes in it's virtually a tidal boar!

Catch HW at 04:22 no good going against it! leave mooring after 3rd /4th cup of coffee, ripped past all boats moored to hit Camber Sands Bay in ~ 15 mins with tide ripping eastward, follow reciprocal coarse back up coast with hopefully enough to take us beyond Dover before tide turns back SW to take us Gravelines – however as couldn't leave till HW Rye we lost a couple of hours of tide so as approaching Dover western arm tide turned at 09:30 – plans changed so go across using tide to assist then either Calais or run up French coast to Gravelines.

So head for Abbeville buoy but carried towards Gap Griz then punch on towards Calais – Lets do Calais- been a while (2-3 yrs) since been there so rather than punching tides any longer Calais here we come.

Nice simple entry as approaching from West just drop in south of Ferry approach lanes call up port control Ch17

Wait on ferry entering leaving & in then to pick up buoy to await road bridge/lock for 5mins enter (Bassin del`Ouest)

Two nights spent here nice meals/beers etc collect ships stores

Sat 21st July

~ 05:00 UK 06:00 French time

Leave harbour Easy departure & helpfully little traffic, head on towards Ruytingen then head for South Falls buoys past NE Goodwin – still got tide (just) passed Ramsgate approach punch next two hrs to get round Longnose & Margate now have tide with us till LHYC. Some 65 nm and 12-14hrs Very pleasant warm days –Thanks for Company Roger!

Ken Milburn

An Incident at Bradwell

(with repercussions at Lower Halstow)

An elderly crew member tasked with shopping whilst others went walking did not write the requirements down, but committed them to memory.
The long list was clearly too much for his capacity to remember. Bread, tomatoes and rolling tobacco.
Clearly troubled on his return journey,was heard mumbling, " bread, tomatoes and er,er "
Walkers return, eagerly looking forward to relief following tobacco abstinence were apoplectic to find no readily available satisfaction. (shop shut at midday)
Heard that a pipe smoker is further down pontoon. Suddenly pipe smoker has friends.
Heard that a cigar smoker is up the pontoon. He now has friends.
The journey home must have been a trial for one skipper because on arrival at Lower Halstow he threw the forgetful shopper in the water
.....MG

New Information include on CG66 (now being superseded by RYA SafeTrx)

SafeTrx is a method where you can register your boat with its details/description using your Mobile or ipad etc. (costs nothing to do this) - the app monitors your track and should things go wrong - inform CG & next of Kin (if entered)- you can also look back at your track etc.

Simply enter point of departure - this could be where you are now on boat your ETA, No. of persons on board etc. if your ETA changes during passage simply amend this on app

Its a Safety feature which Coastguard are asking you to do especially on passages etc. Once you have entered your boat details & its safety equip (or lack of) this can be saved - thereafter only need to add passage info with or without waypoints.

See Info cribbed from Coastguard below:-

We have exciting news about our voluntary safety identification scheme (currently CG66). In partnership with the Royal Yachting Association (RYA), HM Coastguard is introducing the world-leading RYA SafeTrx as our new official safety identification scheme.

RYA SafeTrx builds on the advantages of the CG66 scheme to assist HM Coastguard with Search and Rescue in UK territorial waters and gives users enhanced safety options. You can get more information about RYA SafeTrx here: ***http://www.rya.org.uk/knowledge-advice/safe-boating/keep-in-touch/Pages/safetrx.aspx***

If you choose to register, there are two ways to do this:

You can enter your details via the RYA SafeTrx App, which can be downloaded from the Apple app store or Google Play. If you do not wish to use the mobile app, there is an option to register your details online at ***https://safetrx.rya.org.uk/login.html***

The Coastguard will be able to access the RYA SafeTrx database and check boat records in exactly the same way as we do now with CG66. Please do take the time to have a look at RYA SafeTrx and sign up to the app. It will only take a couple of minutes and could be invaluable to you in an emergency at sea. With RYA SafeTrx becoming our new official safety identification scheme, we will stop taking new registrations to CG66 on 18 June.

The information currently held on our CG66 database will be retained and used by our Search and Rescue (SAR) teams alongside the RYA SafeTrx data for the next two years. CG66 data will continue to be held securely and not shared with any third parties or used for any purpose other than for the MCA to carry out SAR functions.

If your information is no longer valid the best course of action is to register on RYA SafeTrx as this will supersede information held on CG66.

There is no requirement for existing users to remove or update their data in CG66, however if you do wish to remove your information from our existing CG66 database, please contact us at CG66.Enquiries@mcga.gov.uk

*To find out more about how the MCA look after personal data, your rights and how to contacts our data protection officer please go to **www.gov.uk/mca**. Please do take the time to have a look at RYA SafeTrx and sign up to the app. It will only take a couple of minutes and could be invaluable to you in an emergency at sea.*

Message from the Yard Master

Members will be aware we have been trying to clear unmarked tenders/canoes from the racks after many requests including the latest e-mail dated 30/7 and notices displayed in the hut and top of slip. At the last work party members completed the job.The unmarked tenders were moved with care and are now laid out by the outboard tank. The plan shows racks numbered 1-7 from the hut and trailer tenders.

I have photographed the removed unmarked dinghies so please check the plan and if yours is not shown is being in ‘your’ position get in touch with me.

John Knight 01795 843136.

Rack 1	64	***Country***	121	Touche	10	Pyewacket	68	Cognitus									
	13	Azurian	33	Janet			19	KT2				44	Bobbin Daze		69	Beryl	
Rack 2	11	Girouette	108	Crazy Lady	18	Catherine 2	92	Lethera						Darwin			
			107	Aspiration	98	Darwin	38	John Hill						98			
Rack 3	29	***Country***	94	***Country***	79	Marie L	8	Colanna						Bumblebee			
	59	Ina	16	Acquince	Kitty	110	21	Inyanga						58			
Rack 4			119	Gloria			27	Tread Softly	72 / 34	Tao				Hope			
					11	Girouette	74	Kia Kia						100			
														0			
Rack 5	111	Misty Rose	26	Sparky	37	Cetus	42	Nereides			44			Naiad			On Trailer
									125	Fulmar				89			
Rack 6	81	Day Dream	9	Aragon	113	Pdemonium	104	Tiki Bird						Boss			
	80	red Dwarf	60	Moonwind	75	Curlew								122			
	80																
Rack 7	83	Sophie D	24	Enliven	30	Shearwater	59	Ina	107	Aspirations	25	POD					VACANT
	62	Jeddo	99	Raven	46	***Country***	2	Windana									
Trailer	71	Rhiannon	51	Hannah Kate	3	Topper	28	La Poubelle	5	Moksha							