

Arctic News Two

Still Bloody cold

September 2010

Engelsk utgave

10Kr

Voted Jan Mayen "Newspaper of the Year" 2010



Beerenberg Update

From Our Mountaineering Correspondent

There may be a few of you who have no idea what is going on and are reading the Arctic News for the first time. There may be some of you who have read the first Arctic News and still have no idea what's going on. Well, put the kettle on, find a comfy chair and read on.

Since the first Arctic News various changes have been made to the climbing plan. The most radical being that Tim Loftus, a brilliant climber, will be joining us in his yacht Thembi. Tim will be bringing a couple more climbers and someone to look after the boat at anchor. Originally this would not have been possible because the Icelandic mountain guide had a full team. Luckily their yearly trip to Jan Mayen has been booked by Radio hams who have no interest in the climb (or possibly anything else without an antenna) so they have agreed to guide six of us up the volcano. The climb is 2277m and is ideally done in one hit from base camp. The whole thing is of course weather dependent. A second camp may be needed if conditions are poor. Jan Mayen is a strictly protected Norwegian territory and we are still awaiting permission to climb. Our Icelandic guides Soggi and Runar know the Station Commander and have told us not to apply for permission without their go-ahead. I have recently contacted them and I'm awaiting to hear back. Until we hear back the whole trip is hush hush so please be discreet. Hopefully I can put a Stop Press in before I send this out.

**Stop Press:
Permission granted!**

Stage One Complete

From Our Travel
Correspondent

Some people are under the impression that a great deal of thought goes into the initial planning of these adventures but the process is much looser. The thinking behind Stage One was "It would be good to start the attempt on Jan Mayen from Scotland because it's nearer so I need to get the boat to Scotland. I haven't seen Wendy for ages and she lives in Scotland so let's go and see Wendy. As I'm learning Norwegian it would be good to practice some Norsk and I've never been to Bergen or Oslo so let's go there. Charlotte said the Shetlands and Fair Isle are good so we can visit them too. I'll leave Sumara in Dunstaffnage (Oban) because they'll look after her there". So the plan takes form with little reference to the charts or even distances. The fact that the first leg involved sailing non-stop up the entire East coast to Stonehaven with Alexander my nephew (who hasn't been on a yacht before) and with Hannah (who hasn't done any overnights before) only became reality when we were in the lock at Shotley with a fresh Northerly blowing and the nearby boats ask where we were off to and we say "Stonehaven". The rolling of their eyes and muttered chuckling are familiar to Sumara whenever she sets sail. Catch up with Stage One on Page 5.



Fair Isle - what more can I say!

The Training Page

Climbing Beerenberg is not classed as technically difficult but even the Icelandics say you need to be very fit - and they are a tough bunch. It is going require peek fitness to climb and descend 2277 metres in one hit over 16 hours especially as we will have been at sea for a week.

Needles XC Half Marathon Report



John was convinced this would help but I had my doubts.

From Our Athletics Correspondent

Charlotte, John and I had been training in the spring for this hilly half marathon. Charlotte is a regular runner and knew the routine but it was all new to John and myself. In fear of making total prats of ourselves we actually took it pretty seriously and even refrained from drinking beer when we arrived in Cowes on the good ship Brimble. In itself a major achievement and in my

case a personal best. Stan had decided to join us too but had less time to train for the event. Charlotte looked resplendent in her new running gear but I feel people guessed I was new to the game with my office socks and cotton T shirt. Nearly everyone had club singlets emblazoned with "The Sidcup Sprinters" and such like. We decided to take up a position near the back of the start line - start where we mean to finish. However fairly soon into the race we found ourselves actually passing a few runners. Charlotte and I had done a run/walk of the route a month before so we new what to expect. My tactic was to go for a negative split - which sounds painful but only involves running the first half slower than the second half. All my tactics came from a running book I bought in the £2 Greenwich Book Shop. It seemed to work, the hills weren't too bad and in the end we all arrived in good form in the middle of the fleet after just over two hours. Next time we have to get inside the two hour limit. Charlotte's dad, Warwick, had managed to sail Anne Hathaways Cottage into Yarmouth, quite an achievement, and had prepared a wonderful lunch for us. Anne Hathaways Cottage is the name given to a rather bulbous catamaran loaned to them by a member of the Market Drayton Yacht Club. Overall verdict - triumph all round.

Mountain Training

There have been various suggestions but we need to decide on a plan soon. We can make a final decision at the "Technical Climbing Meeting" tentatively arranged for the 22nd October (see the back page). So far we have had these possibilities: Charlotte mentioned that a Swedish Park Ranger had offered some training in Sweden. John and Selma have Norwegian friends who may be able to take us on a climb. Tim has mentioned Scotland and I could say hello to Sumara who will be lonely by then. Maybe Martin Jackson can be persuaded to join us. Perhaps Siggie and Runnar could sort something in Iceland? There are organisations such as Welsh Mountain Rescue who do courses. The Austrian Alpine Club may have something suitable. It would be really great it we can all do something together with our own kit.

New Challenges Needed



We need to squeeze in another couple of half marathons although John is keen to attempt a full marathon. I'm not so sure it's a good idea because I suspect it may be twice as long as a half marathon but I may be persuaded.

Phew, almost at the start line.

Here are a few options from Runners World

26th September 2010 Run to the Beat. I suspect we may be too late but this one is in Greenwich with up to 17,000 entrants. There is loads of music and it is on Charlotte's and my doorstep. www.run-tothebeat.com

3rd October 2010 Cricklade. Half road half country.

10th October 2010 Henley. Half track and half country.

14th November 2010 Bexhill Coastal

14th November 2010 Grand Union Half Marathon. Sadly flat but all off road and scenic. www.purplepatchrunning.com

But there are loads more. Sadly none of them are classed as hilly. There is the Mendip Muddle which is 20k and classed as hilly www.westonac.co.uk/mendipmuddle. It is on the 10th of October so its probably too soon to train for.

May I suggest we try for the Grand Union or the Bexhill on the 14th November. If anyone fancies joining in please email me as soon as possible alasdair@flints.co.uk.

Thursday Triathlons in Greenwich

Every Thursday evening I have a "mini triathlon" which consists of cycling to Hyde Vale from work, running a few times around the park with a bit of hill work then going for a swim of at least half a mile. All followed by a bite to eat. All at an easy pace but progressing with more hills. If anyone wants to join in at any pace then they are very welcome. Bikes can be locked up in Conduit House grounds. Kick off time 7pm every Thursday. So far it's just the three of us, my shadow, my echo and me but there's room for more.

Shooting



We will be taking the rifle to guard against polar bear attack in Greenland. Having not used the shooter for a while, I thought I would see if Roland Wild at Holland and Holland is free for a bit of practice. Anyone fancy a few hours blasting off a .375?

The Technical Page

Sails



These new sails were a joy to work with. They felt suitably bullet proof but set wonderfully. The dark tan stitching was faultlessly executed and, with the cream sailcloth, they are pleasure to look at. I've used Wichard snaps instead of the usual Swedish piston hanks on the Yankee and Staysail. The battens in the main are tapered, all the clews are hand stitched leather and the eyes are big enough to get on the reefing hooks. I reckon they will be good for the strong gales we expect. I've asked Andy Castle from Ratseys to make me some new covers with the instruction being that I don't want to have to explain to anyone how they go on! Verdict - Brilliant.

Coms and Grib



Satellite Phone and downloading GRIB files

For those who aren't familiar with the term, a "Grib File" is a compressed digital file which contains all the weather information. They are used worldwide by weather forecasters to create the forecasts. The digital data can be converted into wind and pressure charts for the area you are sailing in by opening them with a special program, in my case Ugrib.

It seems that for full global coverage including high Arctic areas then there is only one choice of Satellite Phone - Iridium. I purchased a Iridium 9555 phone for about £1,000.00. It is about the same size as a mobile was about ten years ago. It has a pull out aerial but John Halsall recommended that I should install a ships aerial which I did at an extra cost of £350.00 (thanks John). John and Phyllis Harris who wrote the Norwegian Cruising Guide recommended using Uplus to compress the data for quick emails. I have subscribed to this service although initially it seemed to be free of charge. You can certainly try it out for nothing. Gerry Jeatt set everything up so it seems easy to me to operate but quite what grief it involved to set up I can't say.

The phone works like a normal phone. The number is 881622445269 so you could call Sumara at sea but I don't leave it permanently on to save power. I also have an email address alasdair@uplus.net. To get a grib file, I email uplus with a request giving my yacht position and the information I require. At this point any emails sent to me will be downloaded. After two or three minutes I try again and uplus will have sent me the grib file which is saved on the laptop. I then open Ugrib and install the file and Hey Presto up to date weather information. It has proved to be very accurate. (but see "Charlotte..." on the back page!).

Cameras

I bought two digital cameras knowing that I wouldn't be willing to take a chunky camera up the volcano. I decided to go to the Jessops shop in the hope that I would get good advice. I already knew which cameras I wanted so the advice was more to do with charging gear etc. Sadly they sold me a charger that didn't fit the battery and I had to get a reluctant refund. I would probably have saved about £200 if I bought everything online. Sad but true.

Panasonic DMC FT2



This was recommended by a camera expert I chatted to at the Beale Park Boat Show. It is a brilliant small light camera which is ruggedized in the same way Panasonic make Tough Book computers. The camera can be dropped 2m, frozen to minus 10 and used underwater to 10m. It takes 14 megapixel pictures and high definition video. The great thing about it is you can keep it in your pocket without noticing it so it is always there when you need it. Battery life and memory seems amazing. I haven't seen any pictures blown up on a big screen yet but I am hoping they'll be good. Cost about £350.00

Canon EOS550D



I'm a bit of a Canon fan having had them for the years. I'm just finding getting slide films and converting them digitally is now getting harder and harder and I wanted video equipment so I needed to buy another camera. This camera is very very light, takes 18 megapixels plus 2 hours of high definition video of staggering quality. I found I used the little Panasonic much more because this is still a bulky camera and it is not weatherproof. The lens I am currently using is 28-105 but I could do with a telephoto lens too. Taking video is straightforward but I need to find out how to zoom smoothly and I think a good quality small tripod would help for panning shots. Wind in the microphone is also a problem which needs solving, perhaps a separate microphone/headset would help. Cost about £750.00.

In addition to the cameras, of course there are cases, memory cards, chargers for 12v and spare batteries which added another £200.00 to the bill. I am still unable to charge them without using an inverter although the battery life has impressed me. I wonder what will happen at minus 15 degrees?

Film or Digital

I loved getting a box of slides sent to me and projecting them onto the wall. I sadly have to work with computers all day and having to play with digital pictures is a bit too much like work. I may still take a film camera. The Canons share lenses so it will save some weight. You can't beat a photo album.

Cod End Rings

Truly marvellous things and amazing value. You can buy them from www.stornawayplastics.com. Absolutely indispensable, endlessly useful and at just 40p each they are great value too. Nylon 6 with a MBL of 1,500kg. One day I'll think of a use for them.

The Technical Page

Ground Tackle

The anchorages in Jan Mayen are hairy, very hairy indeed and as the plan is to leave Sarah guarding the boat while we climb it seems only fair that I supply the best possible anchor tackle. I've done loads of research and I know a bit about chains now! My proposal is this: Buy 60m of 7mm Grade 70 galvanised chain. There seems to be only one company worldwide who can achieve this spec as galvanising alloy chains normally causes hydrogen embrittlement (bored yet?). By using 7mm chain there is a considerable weight saving over 8mm.



I have had a solid bronze chum made. It is veldig heavy and a work of exquisite art.

It is the Rolex of chums but sadly it doesn't seem to impress the girls.

I am going to go for a 15kg Rocna. They seem to be pretty butch and they have had very good reviews regarding holding power. I haven't bought it yet because they had sold out but I'll place an order in November unless anyone says they are rubbish. Sarah, these Rocnas are made in New Zealand, can you check them out? Should I take the CQR too?



Engine



She's a raw water cooled, solidly mounted Kubota 12hp

I like the little chugger, she always starts and goes reliably but I suppose after twenty years of hard use there are some minor repairs to be expected. The engine doesn't like motor sailing. She gasps some air into the system and never

recovers. It seems to be worse than usual so I've decided to fit a new water pump. This solved the problem in 1996 when I last replaced it. The theory is that the bronze pump wears a little and that very slight increase in diameter of the pump drops off the efficiency. I'm having some pipes replaced at the same time as well as a piece of exhaust hose that looked slightly perished.

Safety Coms On Board



The good ship is pretty well kitted out nowadays. I like the Simrad transmitting AIS which warns us of approaching ships and gives their details. As we also transmit, the ships receive information about us too. It shares the aerial with the Icom VHF by using a splitter. The 3 decibel gain on the aerial means the range is good. The Navtex is by Furuno and it's corking. We get reception of well over a 1000 miles in the evenings and it seems bullet proof. The VHF has a great handset in the cockpit with the GPS position on it so it is quick for the watch crew to grab when needed. We now have a sat phone too and of course an Epirb just in case everything goes wrong. The Epirb is the last line of defence and of course we would not even consider touching it unless everything else had been tried.

Ice Poles

I already had ice poles from the Spitzbergen adventure but I have decided to store them against the shrouds. To keep the weight down I have bought some carbon fibre poles - push or what? I am still using the classic Halsall and Co. wooden push end and handle but there is more too. Terry rightly pointed out that it is a shame they can't be boat hooks too so I am having some stainless hooks made up to bond and lash in place. The storage devices on the shrouds have taken a fair bit of thought and I think they will be a triumph. I will fit them prior to the boat coming out this year to check them. Then I had better patent them because they are clever!

LEDs Interfering with VHF



On the way up the East Coast we noticed interference on the VHF radio at night. I thought maybe we were picking up a signal from a poor radio over a long distance. It was a few weeks later that I realised that the interference stopped if I turned off the masthead light! It is pretty staggering that you can buy the absolute top of the range Icom radio and a Lopo light and they will not work together. Tim Slater has suggested using a ferrite circle and I am writing to the makers who no doubt will blame each other! Boff. OK I've heard back from the importers of Lopo Lights and they admit that they have been a bundle of trouble. (which is a shame because I recommended them to Charlotte). They think moisture has got inside and its causing the problem. The good news is they have offered to replace it with a mark five version free of charge. Whether it solves the problem I've no idea but as it doesn't get dark in the Arctic it's not too much of an issue (but it does get foggy!).

Autohelms



Talking about water getting into things, my Autohelm stopped working last year so I sent it off for repair. It was all my fault, apparently I had got water into it. Silly me. Chris from Ken Creaseys has made me a nice canvas bag to keep it in. I still can't think how stupid I was to think a piece of

marine gear would be waterproof. By the way, the repair cost £320.

Bags

Talking about Chris making bags, he also made me a fantastic PVC bag which sits under my companionway stairs. I use it for all my recycling stuff so my carrier bag bin just takes the other junk.



I've also bought a splendid Ortlieb Big Zip bag. This holds the dingy and my tent with room to spare.

The idea is to use it to ferry rucksacks ashore in Jan Mayen when there is a good chance of a capsizing.

For the climb I've got a 37 litre Osprey Variant. It has ski compression straps so it should be good for ski touring too. I fill it with polystyrene chips and wear it when I go running so people think I'm a tough nut (no I don't).



The Crew So Far

In true Rum Doodle fashion we are still trying to involve 153 people in the trip. Of course the good ship only has three berths so many of those involved aren't sailing, at least not at the same time, but helping in other ways. It is the sum of everyone's input that makes these adventures possible. "A long pull, a strong pull and all pull together." Nelson at the Nile. Eventually the cork came out.



Terry Newman

Terry built Sumara in 1990. She is beautifully made out of a log of iroko on oak frames. Terry still enjoys a sail on Sumara and volunteered to kick the expedition off by sailing to Shotley near Harwich from South Dock, Deptford. It was a lovely sail down the Thames although we let the tide slip away and arrived rather late in Queenborough. Terry always has useful tips based on a lifetime of sailing. Here's one of his useful tips.

"Always jot down the name of the person you talk to at the marina or harbour in your log book". When we sailed to Yarmouth last year Terry inquired how "Mike" was. They said he retired a few years ago but they somehow managed to find us a berth alongside despite a Harbour Closed sign on display!



Hannah and Alex

Hannah and I have sailed together quite a few times, sometimes with Hannah's mother Anna and sometimes without. She knows her stuff and does a mean splice! This was, however, her first long trip (over 400 miles non-stop) and we set off into a moderately rough sea and beating into a fresh northerly wind. Sadly the mal de mer set in and it was a while before she was back to her cheery self. Alex had never been on a yacht before so it was a

pretty ambitious first trip! With the help of the odd Stuger on he managed keep the seasickness away. He was a natural on the helm and was soon taking single handed night watches. He even fancies doing it again!



Ray Hain

Ray is an old hand on Sumara. We've crossed the Atlantic and returned from Spitzbergen together plus many more adventures. Hannah, Ray and myself had a cracking sail to Norway, taking less than three days with a perfect dawn arrival surrounded by whales. We cleaned up in Kleppavik before sailing on to Bergen and finally taking a train across the glacier to Oslo to meet Vidar and Anette (page 7).

Ray hoisting the Yankee

Catherine

Catherine joined me for a weeks cruise around the islands near Bergen. I had left the boat in Kviturspollen near Bergen airport so it was an easy transfer.



Kolavag on the island of Alsoy

We managed to find some idyllic places more by luck than judgement. This little spot was in a nature park with white sandy beaches. There was another boat there but when they left it was all our own! After exploring a few other perfect places and managing to make the most of the weather we eventually headed for Bergen town to do the touristy bit and to meet up with Big JoHn.

Big JoHn Davison



JoHn joined Catherine and me in Bergen for a couple of days before we set off. We called in at a couple of little Norwegian harbours before heading off across the North Sea to the Shetlands. JoHn has sailed back from Norway with me once before when we did some close inspections of tankers hulls for our amusement. This trip was quick, taking less than two days. We arrived in dense

fog so we missed out on the fun of landfall until 50m off the harbour wall. After some fine puffin watching at Sumborough Head we sailed on South to Fair Isle but this time arrived in glorious weather. What a wonderful island, or was it just the weather? Hannah couldn't make the last leg from Ullapool to Oban so John offered to stay on. It meant cutting the trip a bit short and the cruise down the West Coast of Scotland became a bit of a delivery trip. beating into



light drizzle and mist but in the clear patches we could see what we were missing. It'll have to wait till next year. Sumara is afloat in Dunstaffnage awaiting a lift out at the end September.

The Next Challenge



What is it all about

A quick summary for those of you who still can't work out what's going on! This is a three year adventure into the Arctic in the good ship Sumara. Sumara is just 26ft long so it's going to be tough. The original objective was just to visit Jan Mayen but then we decided to add a frisson of excitement and decided to try to climb the 2,277m high active volcano called Beerenberg. At this point we decided to call it an expedition as we felt if you need crampons to go sailing it warrants a terminology upgrade. Jan Mayen is near to Greenland so, well, why not? Iceland is familiar to Sumara and we had a great time there last time, thanks to Gudrun and friends so there was no way we would miss out on a stop over in Iceland. St Kilda just has to be visited, we tried hard before but ended up defeated in the Outer Hebrides. That will be enough for next year but there's more adventures to be had in 2012 when we will be sailing once again around the West Coast of Ireland, this time under the guidance of James Garner. We had a great time on our last visit but got a bit stuffed up by the weather once we got to

Avoiding Summit Fever

I was chatting with Alex Ableman about the trip and he said "Watch out for Summit Fever" and I can see what he means. Achieving the summit of Beerenberg has become a bit of an obsession yet there is so much more to the trip. We need to take care that the right level of planning goes into the Faroes, Greenland, Iceland and St Kilda.

Stage Two of the expedition is currently as follows:

- 7th June 2011 Prepare Sumara in Dunstaffnage.
- 14th June 2011 Sail to Ullapool or Loch Inver. Peter and possibly John.
- 22nd June 2011 Sail to Faroes. Peter and maybe John. This might be best bringing forward a day or two to allow for poor weather.
- 24th June 2011 Hill training in the Faroes. Sarah joins us from New Zealand.
- 28th June 2011 Set off North for Jan Mayen. John and Sarah. Could be tough.
- 4th July 2011 Arrive in Jan Mayen. Joined by Thembi and Icelandic mountain guides. Charlotte comes out on the Icelandic yacht. We climb the mighty Beerenberg. Sarah leaves on the Icelandic yacht. (or Thembi?)
- 14th July 2011 Charlotte, John and myself sail to Scoresby Sund in Greenland. If ice is bad then we head south to Ammassalik.
- 22nd July 2011 We sail to Iceland. Destination uncertain but air port transfers are needed.
- 5th August 2011 Sail to St Kilda with Ray Hain and maybe Charlotte or Gudrun for our second attempt.
- 12th August 2011 Sail to Dunstaffnage, Oban and lay up the boat.

the Arran Islands. This time we hope to explore further South too. The whole venture will be rounded off with a visit to The Scillies and a gentle waft up the Channel to finally return to Greenwich with tales to tell in the Autumn of 2012

Pauls advice to Sarah!

Sarah has courageously volunteered to undertake anchor watch in Jan Mayen. Paul sent her this email: *"Don't expect to enjoy yourself much. Voyages like these are not holidays, they're expeditions and all about life-affirming experience, bonding, testing your limits, setting yourself apart from the general run of civilisation, contrasting your day-to-day existence - that sort of thing. You'll probably hate it at the time, or most of the time, but be really glad that you did it once you're safely home and dry (and being lauded by the rest of the yachting community). Anyway, you've re-crossed the Atlantic so you'll know what I mean. And you won't find...."* Then he said something nice about me! He's good with words is our Paul.

Paul is currently learning Spanish in Venezuela onboard his Twister. We are really looking forward to Paul's tales when he returns.



Apparently taken in Scoresbysund. Wow! Do you think I need stronger Ice Poles?

Friends en route



It's good to meet old friends and make new ones whilst sailing. Our first port after leaving Shotley was Stonehaven, home to Wendy (on the right) and her daughter Emily (not in the picture!). We were treated to a fine dinner and a BBQ and shown Wendy's favourite walk out to the castle. The heated outdoor Lido was a real treat and the chipper and ice cream shop are yet to be surpassed.

Jannicke said she had a good friend who lived in Bergen and suggested we should call her up. We invited Camilla down to the boat with her shy twins (actually they look scared!) and managed to find out all the top places to visit including the locals fish soup shop. Fish soup being Rays favourite dish.



Talking about Ray, he can be big trouble sometimes. Ray decided to invite ten people to a party onboard Sumara. Ten people is quite busy in the little cabin. We managed to finish the Talisker whilst



singing Brittany sea shanties. It went on late, very late! The next day we got the train to Oslo to meet Vidar and Anette and were looked after like royalty! Ray organised a visit around the new Oslo Opera House as he knew the technical director.



I managed to see Fram, Nansens ship and Hannah bought me a Fram bowl

which is huge and just right for massive boat pasta dishes. Vidar took me up to the Ski Jump (no I didn't) on my last evening before getting the train back to the boat.

In Kinlochbervie we met up with a Twister, Crionna. John and Anne run the Twister Owners Association so we asked if they knew Brimble and Pouncer which of course they did! Actually it seemed that everyone knew Charlotte. There was a boat from Bridlington who seemed to know her too.



Finally in Oban I bumped into Tim Spall and we had a beer together. Tim was training at RADA while I was there but we just chatted about boats!

Critical Path Analysis

Time is whizzing by so by the.....

End of September 2010

- ✓ The Good Ship Sumara needs lifting out in Dunstaffnage near Oban. All the gear needs taking off and the big covers put on. Any volunteers? Could include a quick sail to Tobermory but basically its just boat work. Ok, that'll be me then.
- ✓ The Half Marathons need booking.
- ✓ Fit ice pole gear
- ✓ Permission from the Norwegian authorities needs finalising.

End of October 2010

- ✓ Mountain gear should be purchased. Tent, boots, crampons, axes etc.
- ✓ Research into Greenland needs carrying out. Basic charts ordered. Try to contact CA representative regarding Greenland.
- ✓ Winter mountain training booked up and organised.

End of November 2010

- ✓ First Half Marathon complete.
- ✓ Buy anchor tackle.
- ✓ Long distance walk complete, including long days (16hrs).

End of December 2010

- ✓ Skiing in Norway plus mountain training, camping out, testing kit etc.
- ✓ Insurance arrangements sorted out.

End of January 2011

- ✓ Fitness ramped up. Frequent hill runs.

End of February 2011

- ✓ All documentation in place.
- ✓ All pilot books in place.

End of March 2011

- ✓ Mountain training completed. All kit fully tested.
- ✓ Survival suits arranged for all crew.

End of April 2011

- ✓ Sumara re-fit complete
- ✓ All charts purchased and chart list checked.

End of May 2011

- ✓ All systems go!

Finance Section



Probably best not to go there.

Greenwich Briefing Report



Thank you, everyone who made it along. It was a good day out but seems like a long time ago! We kicked off with a run around Greenwich Park followed by a swim and a good fried breakfast. The serious business started after lunch. We had a great

venue in the domed building next to the Observatory in Greenwich Park. Our host from the Maritime Museum introduced us to the venue and explained a bit of the history of the building. I waffled on a bit about things in general but luckily the monotony was broken up by Peter Mercer giving some sound advice on how to pee in a gale, Charlotte extolled the joys of Fair Isle and I can now back her up on that one. Tim Loftus, who has just finished building the replica of Mischief (Tilmans boat), told us about the building process and how the original one was wrecked on Jan Mayen. Martin Jackson bought along some climbing gear and handed out knowledge and advice. We had piles of charts and pilot books to look at.

There was, of course, an exam at the end to ensure everyone was paying attention. The results were varied but the winners by a good margin were Ella and Jack Halsall. They won a bar of chocolate each, which I forgot to give to them, then I got hungry. I'm not sure if they have forgiven me yet.



Inevitably we ended up in a pub. We had a couple of beers in the Trafalgar Tavern and then went on to the Mogul Tandoori to round the evening off in traditional style. No one was injured or even arrested.

Want to be involved?

There are still a few sailing places available. Please take a look at the detailed schedule posted at www.sumaraofweymouth.co.uk. Sumara will take three people so any leg with just one crew booked always has the possibility of adding another. Some of the 2012 trips still need filling up and it's handy to have some back up crew just in case someone can't make it. I need to get the "To be confirmed" confirmed as soon as possible (for 2011 at least).

Why not come along to the Technical Climbing Meeting on 22nd October in a London pub. It will be a social gathering as well as getting some work done. If you know anything about climbing then we need you! Bring along crampons, boots etc so we can inspect them!

There are the mini Greenwich Triathlons every Thursday evening or why not join one of the half marathons (14th November). We take the training pretty seriously but we are rubbish really so anyone can take part.

Things can change so please email me if you are interested and I'll ensure you are kept up to date with the latest schedules.

22nd October Meeting

Technical Climbing Meeting



It'll be good to resolve some of the issues in our traditional way.

extra gear we need to purchase and when we will be able to fit in our climbing training. It would be great if Tim Loftus can make it from Bristol and if Martin Jackson can make it along too. On the agenda will be tents, sleeping bags, crampons, boots, crevasse rescue training and kit, ice axes, ropes, prussiks, nutrition etc. We can try to find as much information about the climbing conditions as possible and maybe set up a projector to have a look at any pictures. So there should be plenty to keep us busy. Anyone is of course welcome to join us even if its just for a beer. I'll try the Coach and Horses in Soho but Friday nights may be busy. If anyone needs to stay overnight then there will be room in Greenwich.

I think we need to resolve issues regarding our winter skills training and climbing kit. Can I suggest we find a room over a pub, organise a few snacks, and have a session with our diaries and any technical information and brochures that we can find. I'll bring maps and charts. We can decide what



Sometimes we break off into sub groups to discuss things in detail. Here Gudrun and Ray are discussing safety issues.

Charlotte found alive and very well



At the time of writing this little newsletter there was some concern about Charlotte who had set off from the Limfjord, Denmark in her Twister. Sensibly she had sought a few opinions regarding the weather prior to departure and the general opinion was it's not going to be great but there is nothing alarming on the way. How wrong we were! Poor Charlotte got clobbered by what the Met Office described as a violent storm force 11 although Charlotte denies it was so strong. I was hugely relieved when we heard that Charlotte had reported in on VHF safe and sound as I think she has some of my books and still owes me a fiver. I've just had a chat with her from Den Helder and she was positively chirpy about the whole trip! That's our Charlotte.

www.sumaraofweymouth.co.uk

The website is now up an running thanks to Gerry's hard work. We haven't put much on it yet but there will be a detailed up to date schedule and a contact list. Details of the venue for the Technical Climbing Meeting will be posted there too.

Painting of Sumara heading towards Jan Mayen by Terry Newman

