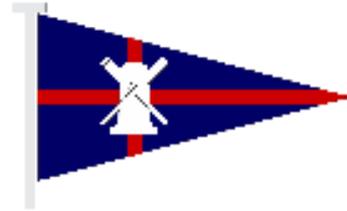


# ELING SAILING CLUB

*"SAILING THE SOLENT AND BEYOND"*



## Red Mist - The Journey...

Preface .....

When our Rear Commodore Nigel O'Hare returned from Scotland with his new boat earlier in the year I asked him if he would like to write a short piece for the club Newsletter. He agreed and a couple of weeks later he said "That piece for the Newsletter is turning into a bit of a book". I replied "OK when its finished lets have a look maybe we could do something "

True to his word he has finished his story and it has been my privilege to format it into this special edition of the Eling Sailing Club Newsletter.

To me it epitomizes the determination, adventurous spirit and camaraderie of club members . Long may it continue .....



- **"It epitomizes the determination, adventurous spirit and camaraderie of the club "**
- **"It all started with a bad back and several 13amp fuses"**
- **"Lock Fyne kippers for breakfast!"**
- **"Would George and Michael do it again?"**

## **It all started with a bad back and several 13amp fuses!**

After spending 3 months furiously decorating two rooms, my back started to complain and being barely able to put my socks and pants on, visited a bone cruncher. "Don't worry" he said, "it's nothing serious, just take it easy for a few days and no long distance driving"....!

## Day One ...

It was near the end of March and the aim was for the three of us to sail my new purchase, Sinamara, a Beneteau, 11.5m, from Oban to Troon via the Crinan Canal and Tarbart. At Troon, Siniamra would be loaded onto a trailer for transport to Southampton. Siniamra was located ashore on the Isle of Kerrera, across the water from Oban. We eagerly looked forward to the voyage.



## Day One con't ...



*Looking out over Oban to the Island of Kerrera*

Oban and Kerrera, although depicted in these photos as 'Picture Post Card' was blowing hard, raining and cold when we arrived on Friday evening after our long car journey from Southampton. Having disembarked from the ferry to the island it was still blowing fiercely, raining and cold and gave us the opportunity to board Sinamara, cold and wet with our kit in a similar state. However, Yasmin, had provided us with a spaghetti bolognese, which was comforting and delicious, accompanied by a box of red wine and the mains heating on. Soon all was contentment and we were looking forward with extreme eagerness and excitement to anti-fouling the hull next morning in the very cold, wet wind.



*Oban Marina situated on the Island of Kerrera*

## Day Two ...

Saturday morning we were preparing our breakfast in a relatively warm saloon. Mains power was connected, the immersion heater was on, microwave cooking porridge, bacon frying, kettle and space heater were on. The previous cold night was behind us, surprisingly the wind had died and the sun was shining. All was well, but one of the crew was not satisfied and wanted toast. After finding the toaster and plugging it in, inserting the bread, the handle on the toaster was pressed down to be met with immediate semi darkness and quiet. Apparently all 5 appliances couldn't be on simultaneously!

The circuit breaker and power on the post were checked and in order. So it had to be the boat. However, anti-fouling was the priority, the sun was shining and so investigating the power failure had to wait.

Come evening and anti-fouling completed the situation, cold, windy and wet again, was looking more serious, but not unsafe since the boat was ashore. After searching for a fuse, checking circuits with a multi-meter and tracing cables we eventually found a cable block buried in a drawer locker that contained a 13 amp domestic fuse. When we eventually discovered a way to get at it and extract the fuse we found it had blown. The fuse was replaced from another appliance and all was now solved.

## Day Three ...

We spent (well mostly George and Michael) the weekend getting her ready for launch on the Monday morning.



## Day Three con't...

*Before and After*



## Day Four ...

Oban Marina launched us first this Monday morning and we made our way over to Oban Town Quay where the previous owner met us and we went sailing around the Scottish Islands.

If time (and Scottish weather) permitted we'd have spent a few weeks just sailing around this part of Western Scotland. It's an experience I'll remember for a long time.

*Just launched at Oban Marina. George and Mike (the toaster) Jennings*



## Day Four con't ...

*View from Oban Marina with Oban Town in the distance*



*Isle of Mull in the background.*



## Day Five ...

The plan was to take the boat by sea to Troon and then road freight from Troon to Southampton.

This meant taking the car to Troon, leaving it at the marina and catching the train back to Oban.

I left George and Michael to their own devices for the day treating them to a gourmet dinner at the local Corryvreckan. This is a spectacular 'Spoons, purpose built and not a redundant church.



Oban Town Quay wasn't exactly busy but, the facilities compared to Oban Marina's, were Michael's high point of the trip so far. Heated floors don't you know!

*Oban Town Quay*



## Day Six ...

Whilst I was sorting transport logistics, George and Michael found a shop selling Loch Fyne Kippers. These were authentic kippers that had been smoked i.e. not chemically dyed and in George's estimation, the kippers trumped the heated floor in the showers!

Note the two appliances plugged in, Mike (the toaster) Jennings strikes again!

*Lock Fyne Kippers for breakfast*



Our passage plan for the day was to get to the entrance of the Crinan Canal, a distance of approx. 25NM and we arrived on schedule mid-afternoon.

During Winter and early spring, the locks close around 16:00 which meant after passing through the sea lock, we spent a pleasant evening in Crinan.

*Oban to Crinan*



## Day Six con't ...



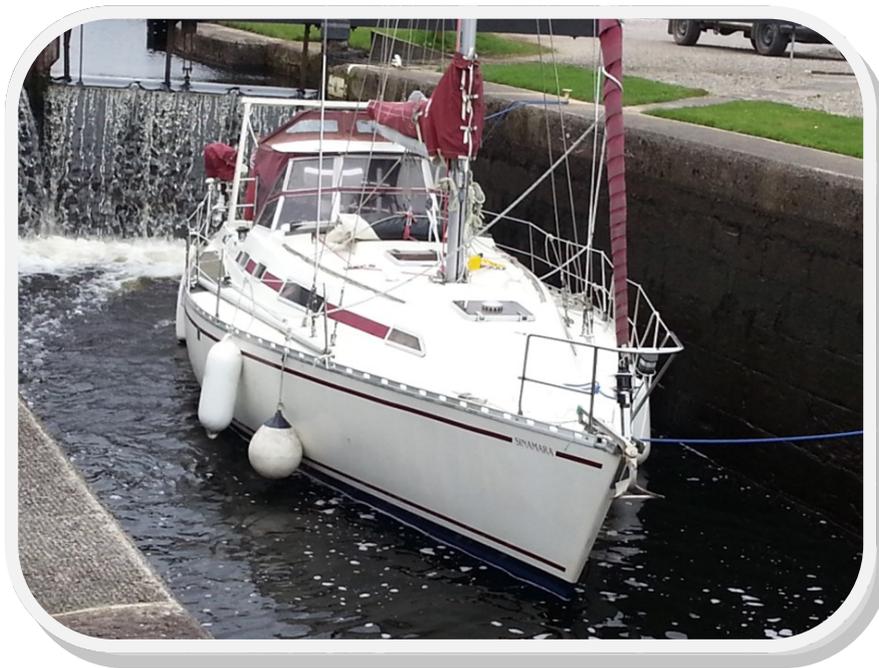
And we found a pub!



## Day Seven ...

The Crinan Canal has thirteen locks all of which are 'man draulic' but fortunately the lock keeper on duty took it upon himself to help us passage the canal and being the one with the bad back (and skipper) George and Michael elected to push and shove at the lock gates.

At the end of day 7 we were approximately half way along the Crinan Canal, moored up at Kairnbaan and by chance found another pub!



## **Day Seven con't ...**



## Day Eight ...

Departing Cairnbaan, we made our way through the remaining locks and swing bridges arriving late morning at the Ardrishaig basin where the sea lock opens out into Loch Fyne. After paying the Crinan Canal toll (ouch) we mostly sailed to Tarbert arriving early evening.

*Transit Kairnbaan to Ardrishaig basin*



Tarbert was another picturesque place we'd have like to stay given more time. George, our boat's historian revealed the meaning of the word Tarbert:

*Tarbert is the main port and capital village of Harris. Tarbert is a fairly common name across Scotland and, here as elsewhere, it comes from the Norse tairbeart meaning draw-boat. Tarbert lies on the shores of Loch Tarbert, and South Harris avoids becoming an island by just a few hundred yards of land over which the Vikings would drag their longboats into West Loch to avoid sailing around via the Sound of Harris.*

*Tarbert Town*



## Day Eight con't ...

Myself and George found a restaurant we fancied and decided to eat ashore, Michael not keen on the idea, stayed on board.

*Seafood Risotto and the Shellfish Grill*

**THE ANCHORAGE**

A TASTE OF THE WEST COAST



**TO START**

<b>SOUP OF THE MOMENT</b> A choice of constantly changing homemade soups.	4
<b>SMOKED FISH PLATE</b> salmon, scallops and halibut hot apple wood smoked on site garnished with horse radish cream	9
<b>CRAB RAEBIT</b> brown & White crab meat in a cheese and mustard sauce.	7
<b>HAGGIS STACK</b> lightly smoked macsween haggis with sliced neep & potato rosti	5
<b>VEAL LIVER PARFAIT</b> smooth pate made with madeira, port & brandy, presented with toasted brioche loaf.	6
<b>ROASTED GOATS CHEESE</b> roasted in a crisp case garnished with red onion chutney.	6
<b>SCALLOPS &amp; BLACK PUDDING</b> three panfried king scallops set on stornoway black pudding garnished with crispy bacon and apple chutney.	10

**DESSERTS**

<b>STICKY TOFFEE PUDDING</b> with butterscotch sauce, cream or icecream.	6
<b>CRANACHAN CREME BRULEE</b> made with raspberries, honey & toasted oats	6
<b>THREE CHOCOLATE TERRINE</b> layered belgian chocolate mousse	6
<b>SCOTTISH CHEESE PLATE</b> four scottish cheeses with cracker biscuits	7
<b>SCOTTISH ICE CREAM</b> please ask for todays choices.	5
<b>FRESH GROUND COFFEE</b>	2

**MAIN COURSE**

<b>SEAFOOD RISOTTO</b> Lobster, prawns, scallops, mussels, chorizo, sun dried tomatoes and white wine make up this delicious rice dish.	16
<b>ROASTED PORK LOIN</b> sliced roast pork with maple glazed stuffing, gravy, crackling, bubble n squeak & apple sauce.	12
<b>SHELLFISH GRILL</b> Langoustines, king prawns, scallops, lobster & crab claws grilled in garlic butter served with proper chips or new potatoes	19
<b>FISH &amp; CHIPS</b> battered haddock, chunky maris piper chips, tartar sauce & white wine vinegar mushy peas	11
<b>GIGHA HALIBUT</b> pan roasted fillet with leaf spinach, samphire, crushed new potatoes & sauce hollandaise	17
<b>BLACKEND SALMON</b> Cajun spiced grilled salmon fillet set on squat lobster jambalaya rice	14
<b>ROAST SKIRT OF BEEF</b> Tender scotch beef cooked pink and served with onion rings, mushrooms hand cut chips and bernaiese sauce	13
<b>TARBERT GUMBO</b> A delicious cajun classic made with local fish and shellfish.	13
<b>VEGGIE BANGERS</b> specialty sausages, bubble & squeak, baby Yorkshire puds and gravy.	9

**Food Allergies and Intolerances**  
Some of our foods contain allergens. Please speak to a member of staff for more information

## Day Eight con't ...

We returned to find the boat in darkness, a locker dismantled and Michael sitting on the floor with a torch and surrounded by an assortment of tools. In Michaels own words.....:

After a lovely sail from Oban to the Crinan Canal, passage through and a night in the canal we arrived in Tarbert on the west coast of the Mull of Kintyre. The skipper and mate decided to go for a meal ashore, but I decided to stay on board in the company of a wine box. Later I decided to make a cup of coffee and switched on the kettle only to be plunged into semi darkness. Clearly this was somewhat embarrassing after recent events, but I knew exactly what to do and immediately dived into another catastrophe.

Thinking I could quickly replace the fuse before my companions returned I pulled open the drawer and with a screwdriver I reached behind the drawer basket to prise out the fuse casing. Having placed the screwdriver behind the fuse casing I levered until the fuse casing with fuse flew out, ricocheted around the draw casing and disappeared! Not wishing to panic I shone a torch round, but there was no sign of the fuse. However, at the base of the draw casing on the right was a slot about 1 inch long by ½ inch high. This hole led to a space underneath the draw cabinet necessitating the removal of the drawer slides and the base of the cabinet and possibly revealing the fuse holder since it was nowhere else to be seen. How could a simple fuse replacement turn out like this? One hour later having removed the base of the cabinet, much to my relief, I found the holder and fuse. I was sitting on the cabin sole surrounded by various tools and panel bits in the semi darkness with the replacement fuse in one hand and a shining torch in the other when two faces appeared in the companion way inquiring as to what was happening. The scene could have come straight from a chapter in 'The Art of Course Sailing'.

My attempt to quickly replace the fuse and say nothing had been foiled by the fuse holder disappearing down a small hole in the cabinet casing which I could not have achieved had I tried.

The trip ashore must have been good because they were both in good spirits, but it took best part of an hour to replace all the parts and restore main power again. Why the fuse blew again remains a mystery because I was not attempting to make toast, although I am not sure my two sailing companions believed me.

To this day, we don't know why the fuse blew again but, have since downgraded the kettle and hidden the toaster!

## Day Nine ...

We sailed from Tarbert to Troon with a following wind using just the genoa, arriving Troon mid-afternoon.

Troon and that part of Scotland in general, is not as buoyant and vibrant as the places we'd just come from. As such, we mostly spent time de cluttering the boat and preparing it for road transport.

## **Day Ten ...**

The day was a complete washout, George managed to get the TV going and we didn't get off the boat until it was time to go to the pub for dinner.

During breaks in the weather we got chatting to a fellow boat owner who had a much newer and bigger Beneteau than Sinamra. He boasted that his boat had four heads all complete with showers.

During our ablutions that evening, we met the same gent in the marina facilities queuing for the showers!

## **Day Eleven ...**

Preparing the boat for transport.



## Day Twelve ...

We were originally scheduled to de-mast and lift out on Day 13 but, the weather forecast looked grim and Troon boat yard brought it forward a day.

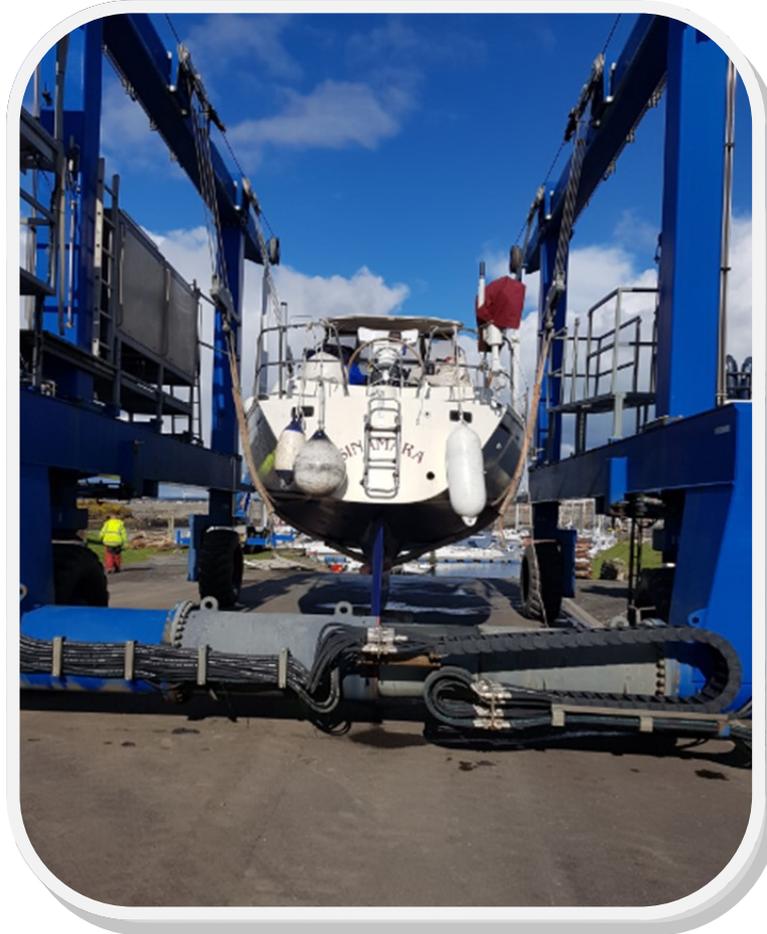
*Mast off*



## Day Twelve con't ...



## Day Twelve con't ...



Having wrapped the mast and been hauled out we headed to Prestwick for a bite to eat. Adorned on the walls of the restaurant (ok it was another Weathspoons) were pictures and facts about Elvis Presley's one and only visit to the UK, a fleeting transit en route to a US military base in Germany.

However, theatre producer Bill Kenwright revealed in a radio interview that Presley managed to go sightseeing in London with Cockney singer Tommy Steele.

The pair's trip, understood to have taken place in 1958, included visits to the Houses of Parliament and Buckingham Palace, Kenwright said. Presley did not perform.

Kenwright, who has known Steele for decades, inadvertently revealed the secret trip in a pre-recorded Radio 2 interview on Ken Bruce's show Tracks Of My Years.

## **Day Thirteen...**

The weather forecast was not wrong and the day brought us the worst of Scottish weather, all at once.

Thankfully we had nothing else to do and headed south for the journey back to Southampton



## Day Thirteen con't ...

*Loading the boat onto the road transport*



### **Epilogue**

With the benefit of hind sight, would I do it again? Yes, but over a longer period and between June and September. Ideally, completing the journey by sea.

Would George and Michael do it again? You'll have to ask them.

Lastly, there wouldn't be enough Weatherspoons' dinners to make up for George and Michael's contribution. I'm forever grateful to both of you.

**Nigel O'Hare**  
**Skipper Red Mist (formerly Sinamara)**