

TENACIOUS

TNS 610

20th - 29th July 2022

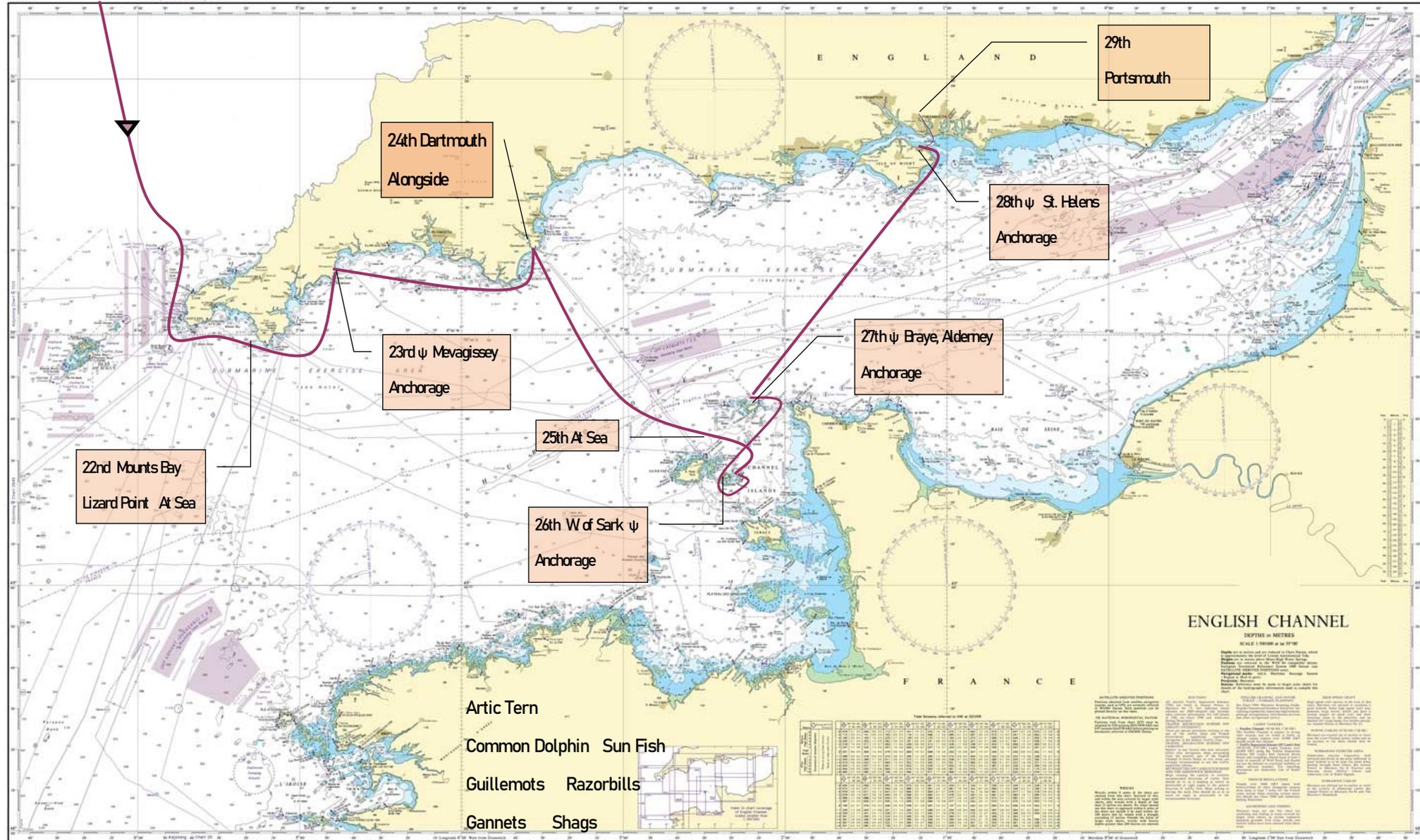
Dublin - Mevagissey ψ -
 Dartmouth - Sark ψ -
 Alderney ψ - Portsmouth

540 Nautical Miles

40% Under Engines

40% Motor Sailing

20% Sailing



ENGLISH CHANNEL

DEPTHS IN METRES
SCALE 1:50,000

Chart showing the English Channel, including the coast of England and France. The chart displays depths in metres and includes a scale of 1:50,000. It also features various navigational symbols, soundings, and notes regarding the chart's accuracy and usage.

DUBLIN- PORTSMOUTH.

SV Tenacious
Aft Port Watch

Voyage No. 15
Tenacious Crew Member

Voyage: TNS610 20/07/2022 - 29/07/2022

Name: **Lois Rance** Birth

Watch: AP Bunk: 39 Messmen Days: 7

Muster Station: Evac 4

Watchleader: **Jane Flegg** Bunk: 38

Buddy: Crew Signature: *[Signature]* Ship Security Officer: *[Signature]*

Aft Port	Middle Midnight to 4 am	Morning 4 am to 8 am	Forenoon 8 am to 12.30 pm	Afternoon 12.30 pm to 4 pm	First Dog 4 pm to 6 pm	Last Dog 6 pm to 8 pm	First 8 pm to Midnight
Day 1							
Day 2							
Day 3							
Day 4							
Day 5							
Day 6							
Day 7							
Day 8							
Day 9							
Day 10							

TENACIOUS

20th JULY- 29th JULY

DAY 1: 20th July

- ↳ Watchleader introductions
- ↳ Permanent crew (PC) introductions
- ↳ Safety briefing by chief mate Fliss



An important part of this is muster and Evac drills. Evac drills involve using a pulley system to pull wheelies up the stairs. We do this as lifts would be out of action in an emergency.



DAY 2: 21st July

- ↳ Bracing talk (the act of moving the yards so the square sails are facing the desired direction)
- ↳ Bracing sharp to starboard
- ↳ Setting every square sail (excl. main course, fore t'gallent + fore royal)
- ↳ Seamanship - pinrail 101
- ↳ seamanship- introduction to watchkeeping
- ↳ Dolphins



We took the pilot onboard at 05.45, before letting go at 06.00 and passing under the bridge into the Irish sea at 06:20. After bracing, we set all available square sails and began sailing south towards Lands End with F4 and smooth seas. It was important that we rounded Lands End before an unfavourable strong South Westerly hit us!



Building on my knowledge from the previous voyage, I was able to take a more active role in sail handling as I had an understanding of bracing, sheets, clews, buntlines etc. This meant that I was able to explain some things to new VC while being given more responsibility by the PC and volunteers.



DAY 3: 22nd July

24:00 - 04:00

16:00 - 18:00

- ↳ Night watch as temporary watchleader
- ↳ Harness fitting
- ↳ Bowsprit netting instruction
- ↳ Dolphins + whales (+ Wales)
- ↳ Monkey fist teaching

On day 3, I was given the job of temporary watchleader for the 24:00 - 04:00 night watch with second mate Charlotte, following the advice that watchleader, Jane, should rest for a further 24 hours with a slightly depleted AP watch, we arrived on the bridge deck for handover. As a watchleader, you are responsible for rotating tasks (port lookouts, stbd lookouts, helm, ships log, rounds and tea/coffee making). No sail handling was needed however a good lookout was very important as there were lots of fishing vessels nearby.

- ↳ Everyone had a fair go at each task
- ↳ Charlotte taught me how the radar works
- ↳ Wake up calls at 03:30 were successful
- ↳ Ensure that the course we are steering is included in the watchleader handover
- ↳ Make the meeting point more clear - lifejacket boxes or the bridge.



After our nightwatch and when breakfast had been eaten we continued to motorsail south to round Lands End before the imminent attack of the South Westerlies. The incoming weather meant that we had to turn the engines on because we weren't making enough progress with the smooth seas and slight winds. We entered the English Channel, passing Wolf Rock Lighthouse while sat on the lifeboat boxes astern and the discussion amongst the teenage voyage crew turned to organising murder/civiedo for the rest of the trip. Colour coordinated as always, Xena and Emily took the opportunity of an abandoned phone on the foredeck. There is few photos but harness fitting also took place in preparation for hands aloft training and assisted climbs.



DAY 4: 23rd July

04:00 - 08:00
18:00 - 20:00

- ↳ Arrived and anchored in Mevagissy bay at 09:00 after a night of motorsailing.
- ↳ Hands aloft training
- ↳ Assisted climbs
- ↳ Climbing
- ↳ A very very wet happy hour (thank you Neil and whoever washed the steps)

'Happy Hour' = cleaning the ship above and below deck.



When we arrived in Mevagissy bay, the weather was beautiful with smooth seas and very slight winds. These conditions are perfect for hands aloft training so we began with assisted climbs immediately after smoko. Assisted climbs are done in 4 different ways and it means that everyone that wants to climb can. Hoisted in sling, self-propelled in sling, self-propelled with a little assistance and climbing with an extra safety line and foot placement. I was involved with the self-propelled climbs on the foremast by holding the guidelines from the deckhouse roof to limit spinning and give encouragement.

After lunch, the unassisted climbs began and most people took the opportunity to the first platform on the fore or main mast and go out onto the course or lower topsail yards. To do this, everyone was taught how to use the ascenders (or asaps). They are an amazing bit of equipment and were even new to people who had sailed on other tall ships as they are very uncommon. They act like a seatbelt with the shock absorbing device and avoid the need to clip and unclip around knots with short and long leathers. Later that afternoon a small group of us climbed to the second platform - taking it in turns to climb and touch the top of the mainmast.



DAY 5: 24th July

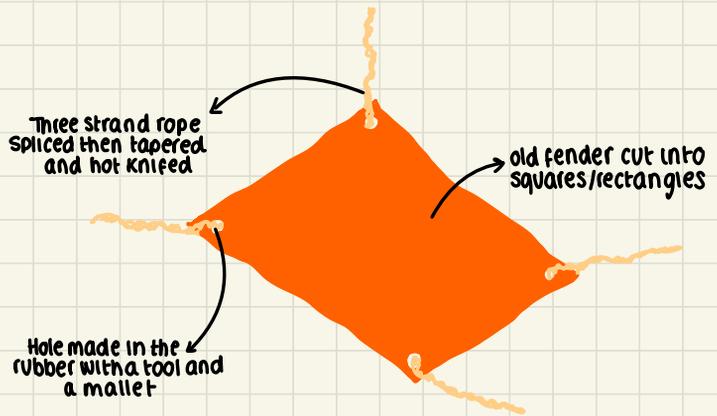
08:00 - 12:30
20:00 - 24:00

- ↳ 05:00 weighed anchor
- ↳ Sailed towards Dartmouth (SW F4- F5)
- ↳ Increased wind to F6
- ↳ 16:00 pilot onboard
- ↳ 17:00 arrival into Dartmouth

'panamas' = metal guides that mooring lines pass through.



Upon nearing Dartmouth, the newly made chaffing gear was distributed forward and aft to be attached to the panamas with clove hitches. Each time we come alongside, the chaffing gear is attached because the panamas used are constantly changing.



After learning to splice a little previously, I was retaught and helped to make the new chaffing gear

The view when our small group arrived back onboard having eaten Fish and chips, icecream, bought snacks and been attacked by a very persistent seagull. A wheelchair barrier was formed, and the food protected! A beautiful sky that soon turned grey and gloomy.



DAY 6: 25th July

- ↳ Pilot onboard departing Dartmouth
- ↳ Motorsailing south towards Sark
- ↳ Wind = WNW F6
- ↳ visibility good



This was my second time climbing to the top of the mainmast and first time ever that we were underway and not anchored. As we were crossing the Channel and close to the Traffic Separation Scheme (TSS) the duty watch were very busy. As we climbed, more and more ships came into view on the horizon including a Condor catamaran going an impressive 31 knots - more than triple the speed we were. While on the second platform, we watched a container ship go astern - an impressive sight despite its comparatively small size.

NOTABLE MENTION NOT FROM THIS DAY:

Many dolphins were seen during this trip and the day 4 04:00 - 08:00 wins the prize for most dolphins in a single watch - they were around for the entire 4 hours. Another interesting sight was bioluminescence during night watch. It looked like white water made by the ship however when the dolphins arrived, their wake was bright and light. The Solent Kraken courtesy of Nick also deserves an honourable mention! 😊

DAY 7: 26th July

00:00 - 04:00

16:00 - 18:00

- ↳ Anchored in Goulet Bay, Sark at 09:00
- ↳ Wind dropped to North F2
- ↳ Channel Islands tides experienced



When we anchored, it was a little overcast however everyone was excited to go ashore because it was a lot of peoples first time visiting the channel islands. It was also first time VC's introduction to the doti boats, swim ladder and how we transfer wheelies, from on deck into the doti boat alongside.

Once we had landed on the beach, came the task of transferring everyone across the beach and up the slipway to the waiting 'toast racks'. After a bumpy wheel around the gravel tracks of the island, Anna and I got some lunch in the shade as the weather had quickley improved.



Our return on the 'toast racks' kindly organised by Maggie were pretty bumpy and therefore lots of fun especially as I was stood on the outside to

ensure Annie couldn't fall out if the bumps released her breaks. Some of the wheelies were very adventurous, especially Nick and his small crew who decided on a path that was definately not accesible but between them made it work.

Many people swam in the harbour while waiting for the doti boats to return everyone to the ship and food on deck. The swim ladder was

an interesting experience as it does not usually have to cope with the massive tides and rapidly moving water of the Channel Islands.



DAY 8: 27th July

'doti boat' = inflatable
boat / RIB

04:00 - 08:00
18:00 - 20:00

↳ Sailed the short distance to Braye Harbour, Alderney from Sark



The above photos are from the water taxi, doti boat and beach. A large number of people decided to go swimming as it would be the last opportunity of the trip! The thick sand was difficult to contend with but everyone managed to swim.

After the very hilly walk from the Jetty to the town centre we sat down for food. They were very very accomadating of our party of 12 including 3 wheelies. We then went for a walk around the island and picked blackberries. The purple straps used for Evac were very handy when going downhill.

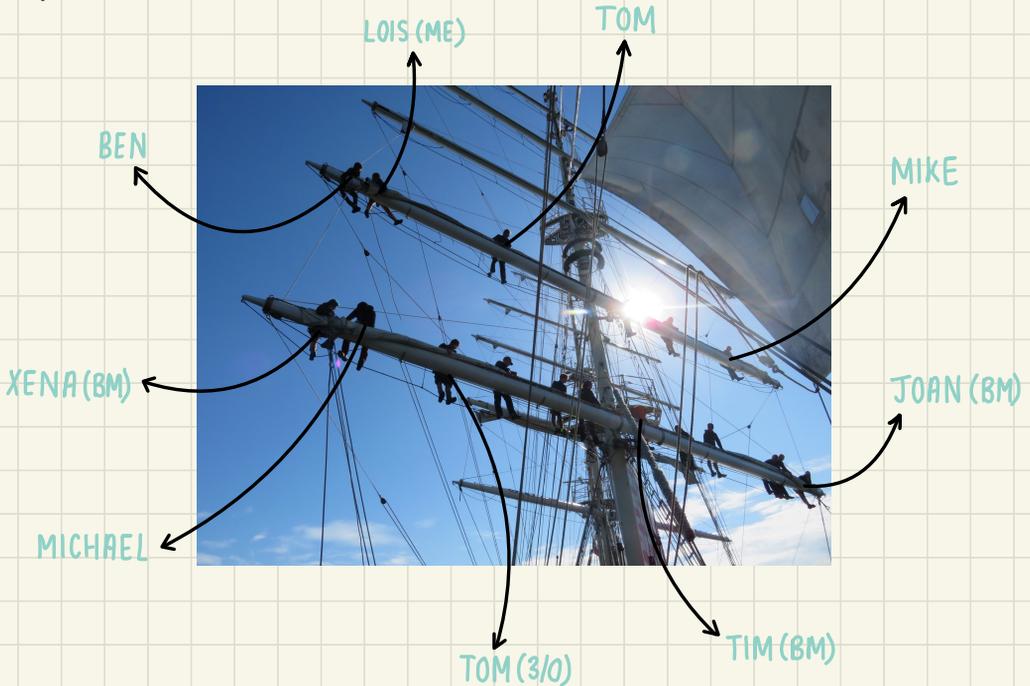


After everyone had returned, we ate a great meal on deck for the second night running, before two of the BMs decided to try their hand at fishing off the stern. Tim had put that much weight on the line you wouldn't be able to tell if you caught anything (which unsurprisingly we didn't. We did however have sunset three times by gradually climbing higher as it dipped over the wall.

DAY 9: 28th July

08:00 - 12:30
20:00 - 24:00

Nearing our anchorage in the Solent, the Bosun Stu, and the BMs asked for volunteers to go aloft to harbour stow the forecourse and do a neat sea stow on the fore lower topsail and main lower topsail. A collection of people soon gathered at the foremast and Ben volunteered to do the starboard clew - only informing me that he didn't know how to do it when we were already out on the yard. An hour later and some advice on the clew gasket from bosun Stu later, our job was done.



DAY 10: 29th July

12:30 - 16:00



AFT PORT
21/07/2024



PERMANENT CREW

Every single member of permanent crew on this trip were AMAZING. Knowledgeable, open, kind, fun, inspiring and just generally awesome. There was a real sense of togetherness and teamwork which meant instructions were clear and everyone understood what we were doing and why. I was given the responsibility to do a lot and I learnt endless amounts about the ship and the people she was carrying by being given that chance. I can now say I know how to set and hand the traditional square sails, the roller-furling square sails and the staysails with knowledge that is transferable to the other fore and afters like the jibs. I also know how to brace and the massive amounts of sheets, clewlines, buntlines, furling line, tacks and braces are set out on the pinrails.

CAPTAIN: DARREN NAGGS

- ↳ The importance of a morning meeting to understand the plan for the day
- ↳ Why reaching certain points is so important in regards to weather
- ↳ How to sail off anchor
- ↳ Factors affecting the amount of chain needed
- ↳ Recap on leading lights/marks in harbours

CHIEF MATE: FLISS GREEN

- ↳ Let me direct the setting of some square sails
- ↳ Forward mooring stations - where each headline and spring line is made fast
- ↳ Securing stern lines for the doti boats
- ↳ How to use the capstans
- ↳ 'Elephant ears' to tidy the transfer pulley
- ↳ Evac drills
- ↳ Guide the boat back onto the deckhouse roof
- ↳ How to attach a heaving line
- ↳ How the gangway is landed + attached

SECOND MATE: CHARLOTTE COOK

- ↳ How the radar works
- ↳ Where the radar blind spot is and how it is minimised while VC are helming
- ↳ What AIS is and how useful it is
- ↳ How to take a bearing with the gyro repeater
- ↳ What ECDIS is and why it's useful
- ↳ How to look at range and bearing using the radar
- ↳ What all the different buoys mean
- ↳ How to do night watch wake ups

THIRD MATE: TOM VEALL

- ↳ Hands aloft training
- ↳ The mechanics behind the ascenders
- ↳ How to go out onto the yards
- ↳ Keep a good lookout
- ↳ How to report sightings to OOW with points system

BOSUN: STV

- ↳ Aft mooring stations
- ↳ How to start a splice
- ↳ The importance of chaffing gear
- ↳ Seastow a sail
- ↳ How to do a clew gasket
- ↳ How to anchor
- ↳ Attaching chaffing gear to the panamas

CHIEF ENGINEER: WILL

SECOND ENGINEER: JACK

MEDICAL PURSER: VICKY

COOK: MICAH

volunteers **VOLUNTEERS**

Volunteers were amazing as always and I always learn so much from them! Having three BMs was great because lots of maintenance got done. Following my voyage, I was recommended as watchleader and BM by the permanent crew so I hope to sail as a volunteer in the future!

BOSUN'S MATE: TIM

BOSUN'S MATE: JOAN

BOSUN'S MATE: XENA

COOK'S ASSISTANT: PAUL

FORWARD PORT WATCHLEADER: HARRIET

FORWARD STARBOARD WATCHLEADER: ANNE

AFT PORT WATCHLEADER: JANE

AFT STARBOARD WATCHLEADER: PHIL