



# Sierra Point Yacht Club



**Established in 1984**

**Weekly  
Summer  
Sailing  
Races**

**Club  
Social  
Events**

**Cruise-outs  
Cruise-ins**

**Monthly  
Dinners**

**Club Managed  
by Volunteers**



**Website: [www.sierrapointyc.org](http://www.sierrapointyc.org)**

**June 2017 Edition**

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## 1. Editors Update

My apologies for the late may edition...I am on my travels again and currently in my house on the Isle of Wight getting my classic wooden sailing boat 'Frolic' prepared for launch next week. I bought her from a friend two years ago. She is the first Swan class 16 foot clinker mahogany wood built boat in 1955 for our sailing club in Bembridge - The Brading Haven Yacht Club in Bembridge; I have twinned the club with our Club in Brisbane and so any of our members are very welcome to come to the club and enjoy the facilities if visiting the UK.



**Frolic the Swan**

It has been a very traumatic few weeks in the UK with terrorist attacks and carnage in London and Manchester. The country has come together and united to show these inhuman people that the lives of the people of the UK will not be affected by this extremism. There was a very moving concert in Manchester last night hosted by the singer Ariana Grande who was the singer in concert in Manchester two weeks ago when the bomb was detonated that killed 23 young people and injured over 60 more. The concert last night was very moving.

The America's cup challenge is in full swing in Bermuda. The races are being shown on the big screen at the club over here and it is very exciting to watch. France has been eliminated and now we are entering the semi-finals today with 4 semi-final races split into race 1 and race 2: NZ versus GB, Sweden versus Japan. The winner of the semi final will race against cup holders - Oracle team USA. It is amazing to think that the very first America's cup race was held around my home Island - The Isle of Wight in 1851. The Royal Yacht Squadron challenged the New York Yacht Club to a race around the Isle of Wight - and in true Empire bullshit thought they would easily win. Well the US built the yacht 'America' and sailed it across the Atlantic to challenge the Brits. And guess what, the Yanks romped home to win the Cup and proudly took it back to New York aboard America and there it stayed, with the US winning the challenge for many, many years. The America's Cup series is still to this day one of the greatest races, held every 4 years and now with extremely fast 'foiling' 42 foot catamarans that can exceed 40 knots when up on the foils.

I am going to continue to plead with the Spyglass readers to PLEASE submit stories of any sort - sea or land, personal/non-personal, funny/non-funny for Spyglass by the end of each month. Spyglass will NOT be successful if I do not receive input. Please send to me at: [nigelbaker10@yahoo.com](mailto:nigelbaker10@yahoo.com)

## 2. Commodore's Commentary

We are seriously into the summer sailing season! Beer Can Racing every Tuesday evening, Sunday Breakfast every week, Cruise-Outs (check the calendar), and more! Monthly dinners – May's was prepared by Ed and Carla with Patrice and Lou as sous chefs and music by Jimmie Leslie. It was really great. Really! Check the calendar for dates and make plans to attend our next dinner.

But wait, there's more! Renewal notices went out in mid-May and renewals are due by June 30th. Please renew early so we are ready for the new membership year on July 1.

It is only June but the Board of Directors is thinking ahead to Club elections in the fall. We are looking for members interested in serving on the Board. Sierra Point is an all volunteer organization and being a director is one way to volunteer and be part of managing club. Call or write to me or talk to one of the directors to find out what the Board does and see if it is something you are interested in doing to help your club.

If you are reading this issue of Spyglass let Nigel (our editor) know and what you think about it. The Spyglass is important as the main vehicle for communication among members of what is happening in the Club. Yes, there are tedious items such as this blurb that I write each month, but sometimes it's exciting, too (see this month's Racing article). We always like to see member submissions, whether these are how-to articles or stories of your boating vacations and adventures, or even something else boat related. After all, boating is what we are about. If you have words or pictures you think would be interesting to other members please contact Nigel – he's always looking for articles for Spyglass.

Quincy Bragg.

[commodore@sierrapointyc.org](mailto:commodore@sierrapointyc.org)

### 3. Club General Update

It is that time of the year again when the Club requires a good Spring clean and 'spruce up'. Port Captain Mr Ed is organizing a major club clean up day on June 10th from 8am to 5pm. Major areas to be cleaned include the kitchen, bar, heads, and other areas. Please come along to do your bit and help clean up the Club.

A reminder that the annual Club membership fees are due at the end of June. Our club, in my opinion, has the lowest cost membership in the Bay Area and so please help Terry and club accounting by renewing your membership as soon as possible at the end of the month

Our true Irish Patron, he who commands the Bar, is putting new members to work...happily it seems. Here we see new member Doreen McDaniel knocking up what looks to me to be very good Bloody Mary's at our recent Sunday Brunch in her role as a new member of bar staff.



Our intrepid travelers have been at it again, this time navigating the canals of France, and judging by the pictures, having a jolly good time with good food and copious amounts of wine and other French delights - just look at the pictures. Jack and Kathy, Irene and ted, and Fernando and Nancy took to the inland waters of France on a le Boat canal boat, joining the boat at Tannay and 'cruising' down the Nivernais Canal and navigating 50 locks. I am hoping to get a good writeup from the group for a near future edition of Spyglass. In the meanwhile here are a few pics





The Mobile Digs



One of the locks



The Love Boat Couple



I worry about these two



Piss artists at work - upholding the traditions of the SPYC



Nancy and Fernando chillaxing

## 4. Events Calendar

### Monthly Dinner

This month's dinner will be held on Saturday June 17th and will feature a Mediterranean sampler featuring:

Baba ghanoush

Moroccan slow cooked Lamb

Turkish spiced Chicken

Greek Salad

Michelle's amazing Turkish rice

Spanish flan for dessert

Chefs are: Michelle Salmon, Rene Olson, and Sarah Fitzgerald



**Mediterranean Sampler  
Dinner. June 17th**

**Featuring  
Greek Music**

ARE YOU A GOOD COOK AND WOULD LIKE TO VOLUNTEER?. Sarah is looking for cooks to cover our monthly dinner events for July 15th, September 16th, and October 17th. Please contact:

Sarah FitzGerald

Event Pandandrum

ASarahFitz@gmail.com

415 412 7510

### Breakfast at SPYC

Join us for breakfast at the Club now and every Sunday for the summer season: May through to the end of August. Expertly managed by Jim Laurie and Terry Berger.

So. Join us for brunch every Sunday  
from 9 to 11 a.m.

This is the best deal in town: Eggs, sausage, bacon, vegetables, fruit and  
waffles with choice of coffee or tea.

All are welcome!

Members: \$7

Guests: \$8

Jim and Terry are still looking for Sunday breakfast cooking volunteers for the  
following dates:

July 9th and 30th

August 27th

November 5th

December 3rd

Jim and Terry will take responsibility for ensuring you have the basic grocery  
supplies you need, as well as coordinating bar staff via Patrick, and set-up/  
clean-up support via Diane. Please contact Jim at: [jklawrie@att.net](mailto:jklawrie@att.net) or Terry at:  
[mountainterry@yahoo.com](mailto:mountainterry@yahoo.com)

## 5. Cruise-Outs/Ins Update

The Ballena Bay Cruise out was cancelled due to a lack of enough boats signed  
up and so was cancelled. However, some hardy souls made the trip over (I  
believe 4 boats) and joined the pre-arranged Ballena Bay Yacht Club festivities,  
and I understand a good time was had by all.

The next cruise out will be to South Beach harbor over the July 4th weekend.

This is a great one to attend and is being managed by our Irish guru Patrick  
Lydon. Spaces are, I believe filled, but if you are interested in going, please  
contact Patrick on: [patricklydon@usa.net](mailto:patricklydon@usa.net)

So far the list for remaining cruise outs for 2017 are as follows (Golden Gate  
has cancelled due to other club commitments):

Richmond Yacht Club.....	August 11th - 13th
Half Moon Bay Yacht Club..	September 1st-4th
Marin Yacht Club.....	September 22nd -24th
Sausalito Yacht Club.....	October 13th-15th
Sequoia Yacht Club.....	Planning

For information on our cruising calendar please go to our web site cruising section on [www.sierrapointyc.org/cruising](http://www.sierrapointyc.org/cruising) where you can find detailed info and sign up procedures. You can also contact our Fleet Captain Kathy Stern on: [fleet\\_captain@sierrapointyc.org](mailto:fleet_captain@sierrapointyc.org)

## 6. Racing Update

### To Treasure Island!

Yes, the Sierra Point Beer Can Races are going to Treasure Island on Sunday June 18th! After a delicious Sunday Breakfast all captains will meet in the clubhouse at 10:45 for final instructions, then sail out to start racing at noon. The race will start just outside the Brisbane channel, go north, around Treasure Island, and back to finish at the E2 mark finish line. We will have the bar open and light snacks after the race until 6:30 p.m.

All members are invited to join in as well as registered Beer Can racers. If you are not registered for Beer Can Racing just go to the website, read the Sailing Instructions and the special Amendments for this race, and register online. Non-members are welcome too so tell your friends to come along for a fabulous early summer day on the bay! It will be easy: you only have to tack (or gybe) once!

Go to our website, highlight Racing, and click on Treasure Island Race for all the details.

Winners will be announced and prizes awarded after the Beer Can Race on Tuesday June 20th.

If you have questions let me know.

Quincy Bragg

[racing@sierrapointyc.org](mailto:racing@sierrapointyc.org)





## 7. Bulletin Board

Did you know that we, at the Sierra Point Yacht Club are members of the “Cooperating Group” program from BoatU.S.. What does that mean to you? If you are a BoatU.S., member you get a discount on your membership from \$24.00 to \$15.00. Membership with BoatU.S. gives you access to on the road or on the water towing services, (I speak from experience the towing service is invaluable.) I suppose you could get these services without taking a discount, but why? To receive your discount, simply write “Cooperating Group GA84752Y on your yearly renewal form and get your \$9.00 discount. Easy right. Any questions, just ask. Cheers, Tom Munro

## 8. Tech Tips. Items for Sale

Nothing submitted for this month

## 9. Quincy and Sarah’s Caribbean Adventure

Lazing the days away on vacation in the Caribbean

In late February Sarah and I went to visit our friends Lance and Susie on their boat in the Eastern Caribbean. We’ve done this many times: they live on the boat from October through June and come back to the Bay Area in the summer. Their boat “Queen Emma” is a 1996 Oyster 45, a British semi-custom sailboat, which they have owned now for seven years.

Queen Emma is quite spacious: the owner’s stateroom is at the stern and includes its own head; the owner’s stateroom exits into the galley; the galley is open to the large salon which has comfortable seating around a large table, the nav station, and a settee that can work as a passage berth; the salon also has enough headroom for Lance who is 6’-4” tall; forward of the salon is a second head and two cabins. Guests are given the forepeak cabin which is large enough for two as long as they didn’t bring much luggage – fortunately this is

the Caribbean where it is warm so luggage requirements are minimal.

Our daily routine is usually simple and repetitive but does require a certain ability to entertain oneself. Lance and Susie are usually up with the sun, 6:00 at the latest; they make their coffee and spend an hour or so reading the NY Times or some such. (They get the Times as well as some magazines on the internet – the first thing to check after arriving in a new anchorage is the wifi, and if it's good then you download your newspapers and magazines.) They are pretty quiet at this time as we usually get up somewhere between 6:30 and 7:00. I make myself some tea and sit down with my book. Sometimes we talk about what's in the news.

Note that although the cabins have doors they are almost always left open to promote ventilation. Both the Owner's stateroom and the forepeak cabin have hatches above the beds which are left somewhat open at night. When there is rain, which is not unusual, they are closed and it can get stuffy inside the boat. If you wake up in the morning and your hatch is closed you assume it rained during the night and one of you sat up and closed the hatch, often without waking.

At 7:00 Lance starts to talk to his buddies on the side band radio for 15 minutes or so then there is a pause until 7:30 when Dennis the weatherman comes on. Dennis is a retired Canadian weatherman who has been cruising in the eastern Caribbean for 25 years and puts together a weather forecast every morning. With modern side band radio he is able to reach most of the island chain so he gives a general forecast for each area of the chain then answers specific questions from listeners. The listeners also provide information on weather and sea conditions wherever they happen to be (or are in transit to or from) so by the end of the half hour you can have a pretty good idea of conditions in your area. If you are planning to move between islands you will have a fair amount of information to use in planning your move.



Queen Emma in Clarke's Court



A homemade inexpensive Cantenna made out of a tin can. That can amplify WiFi signals from -5 to 22db

Breakfast is after the weather. Susie is a really good cook and alternates between something-with-eggs one day and oatmeal the next. At least once while we are visiting I'll make omelets. When there are guests on the boat it is often easiest for her to make a 4 person frittata along with bread if there is some. We also have fruit – this year we seemed to hit papaya season so there was a lot of really delicious and ripe papaya to be had at the markets. We also had different types of bananas, mangoes, and local pineapple.

After breakfast there is a period of dish washing and planning for the day. Shopping is best done in the morning; in Grenada there are shopping buses organized for the cruisers by the marinas, or a restaurant which serves the cruiser community, that will take a dozen or so people to the bank and a couple of grocery stores then bring them back. We did that once but in smaller places if it is market day we'll dinghy to shore and shop in the open air market with the locals.

Other activities might include more reading, snorkeling, going ashore to see the sights or a tour, or a visit to some notable landmark. This year during the first half of our visit we were in very small isolated places so there wasn't much to do or see on shore – we did a couple of hikes but not much else on land – but we did get to swim with turtles. We rarely use the showers on the boat because boat water is precious so after a swim we soap all over on the swim platform and rinse off in the sea – then we get a pint or two of fresh water to rinse off the salt.



Lunch is the big meal of the day and happens between noon and 1:00. As I said before, Susie is a very good cook so the food is always

Wading on shore, we discover wildlife

excellent and varies depending on what was in the stores or markets. In past years we have caught fish while in transit but didn't do that this time so we had to rely on stores and vendors for fish. She found some frozen sushi grade tuna in a store and we had seared ahi for lunch one day which was a highlight. Stir-fry, curry, or chicken are other more usual choices. If we are underway lunch can be sandwiches or a series of snacks depending on the conditions. This year we had a bumpy 8 hour transit from Carriacou to the south end of Grenada and lunch consisted of trail mix and water plus some cut-up fruit.

Occasionally we'd go ashore for lunch. Our first day we took the morning ferry from St. George's to meet Lance and Susie on Petit Martinique, the most northerly island of Grenada and a small one. We had lunch at a restaurant on

the beach where we seemed to be the only customers. Another time we went by dinghy to the next anchorage over and had lunch at a relatively fancy resort where the choices were more elaborate, the prices higher, but the beer no colder.

Afternoons are either a longer outing or extended relaxation (i.e. reading, knitting, both, etc.). Lance and Susie like to have guests once in a while because they can put away the to-do list and have some time off also. The cliché that cruising is defined as fixing your boat in exotic locations is completely true: there's always a list, there's always something at the top of the list, and if you don't like tinkering with boat stuff the cruising lifestyle is probably not for you (being filthy rich might get you out of most of the to-do items but I would not guarantee it would get you out of everything). Afternoon is a good time to go swimming or snorkeling. Unless there's a really good reason we tend not to go ashore in the afternoon because it's hotter on that dry stuff than on the boat. Most of the time Queen Emma moves from place to place on her own whimsical schedule but occasionally she will travel with another boat for a few weeks at a time. In almost every anchorage where she stops there seems to be someone that Lance and Susie know. Afternoons are a good time to go visiting socially or to combine hands/eyes/brains to solve a particularly challenging boat equipment problem. This year we had a visit from Dennis the weatherman and Arlene, his wife, anchored near us in Petit Martinique and then again in Grenada.

On Queen Emma the evening meal is light with some sort of snack and wine. Cheese and crackers, paté (if we've been to a French island), ceviche (if there's been a fish caught in the past few days), cutup fruit or vegetables – a sort of light hors d'oeuvres meal. We sit in the cockpit, watch the sun go down, and sip our wine as we recap the day, whatever we've been reading, the weather, etc. etc. Generally the wind is east to west which means the boat is pointing east and we are protected from the wind by the dodger so the cockpit is quiet and comfortable. Usually we get one or two green flashes in our two weeks but this year due to (i) west winds the first day or two, (ii) low clouds on the horizon, or (iii) there being an island west of us blocking the view, we didn't get any. After dinner it's more talk, a game, or sometimes a video or movie. This year we took a dvd of a six part series and watched an episode per night. Queen Emma's bed time is 8:30 or 9:00, seldom later. Even though the boat has been upgraded with LED interior lights and wind generators over the years her schedule is closely tied to the dawn to dusk cycle. At the end of the day one can go up on deck to watch the stars, of which there are ever so many more that we have at home, and let the busy-ness of another vacation day fade away.



Lazy bugger



A relaxed crew

Quincy Bragg & Sarah FitzGerald

## 10. The Largest Sea Battle - Part 2

In the first part of 'The Largest Sea battle' I described the evolution from sail to steam, and the dramatic improvements in engineering that led to dramatic technological design improvements to warships - size, armor, propulsion, gunnery.

Most focus of WW1 history is spent on the land fighting in the trenches with millions of troops engaged and horrible losses on both sides. But, there was another major war strategy based on sea power. Both the UK, Germany, and to a much lesser extent Russia, Japan, France Italy and others were investing in warship building programs. The US during this period were in the infancy stages of building a super power fleet ( a note: the US lent the UK 5 pre-dreadnought battleships to the Grand Fleet during WW1). The main build-up of Navy power was between England and Germany, the warship building race starting in the late 1800's right through to the end of the war.

By the start of WW1 the technology improvements had been so rapid that it was difficult to train enough crew to man these ships. By 1914 the Royal Navy had the most powerful navy in the world, having 18 modern dreadnoughts with 6 more under construction, 10 battlecruisers, 20 crown cruisers, 200 destroyers, 20 town cruisers, 15 scout cruisers, 29 pre-dreadnought battleships, and 150 older design cruisers - a total of over 468 surface warships. Submarines were also undergoing radical technology advancements and so a flotilla of 73 early



submarines were also operational. Most of the Grand fleet was stationed at Scapa Flow in the Orkneys - A chain of Islands north of Scotland with a natural harbor, and the fleet was



The Battle Cruiser HMS Lion

named the Grand Fleet under the command of Admiral Sir John Jellicoe. A smaller fleet, the Mediterranean fleet was stationed in Gibraltar, Malta and the Suez to support Mediterranean operations. Empire warships were also stationed in Canada, New Zealand, and Australia.

For the purpose of this article on the battle of Jutland I will focus on the Grand Fleet and the German High Seas Fleet. The bulk of the Grand Fleet's battleships and cruisers was stationed in Scapa Flow, a Battlecruiser fleet of 6 battle cruisers was stationed in the firth of Forth in Scotland under the command of Sir David Beaty, and a fleet of destroyers were based in Harwich under the command of Reginald Tyrwhitt.

Note: A word on the difference between a Battleship and a Battlecruiser. The Battleship was a heavily armored ship with 12 inch (pre-dreadnought) to 15 inch guns with a top speed of around 20 knots; their purpose was to engage the enemy at great distance and slug it out with corresponding enemy battleships, the armor providing extreme protection against enemy shell fire. The Battlecruiser was designed to be Battleship size but carried less armor to allow for higher speeds of up to 30 knots. These ships sported either 13 inch or 15 inch guns and the purpose was to engage and retreat at high speed and also provide scouting services for the main Battleship fleet.



The Battleship HMS Iron Duke, the flagship of the Grand Fleet



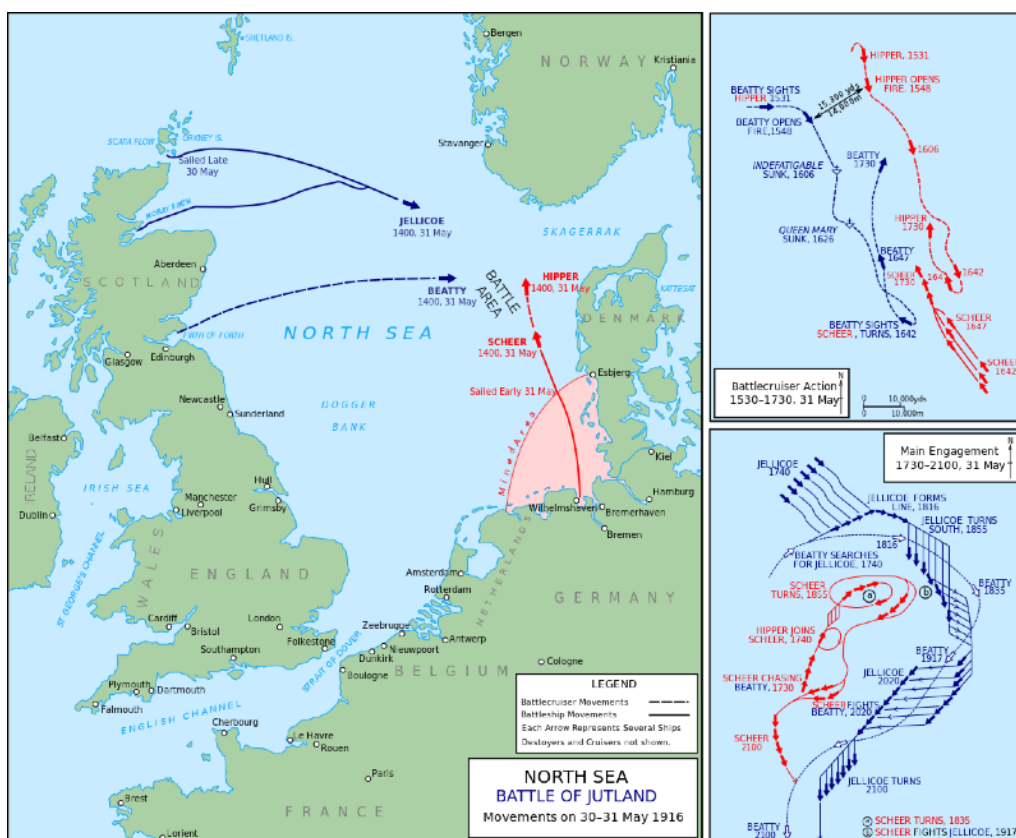
The German Battlecruiser  
SMS Seydlitz

The German High Seas fleet was no less impressive at the start of WW1 and almost matched the English Grand Fleet. The fleet

consisted of 15 Dreadnought Battleships with 5 in build, 4 Battlecruisers with 3 in build, 22 pre-dreadnought Battleships, 8 coast defense ships, 8 armored Cruisers, 17 protected Cruisers, 16 light Cruisers,, 90 Destroyers, 115 Torpedo boats - a total of 303 surface warships. There were also a flotilla of 31 submarines. The High Seas Fleet were stationed on the river Elbe and at Wilhelmshaven on the North Sea coast of Germany.

Of course, as the war progressed new warships were being built to replace sunken ships and to build the fleets. Both fleets, for the first two years of the war were very cautious about venturing out into the North Sea due to the need for fleet protection and the fear of submarines and torpedoes. There were though a couple of 'skirmishes' at Dogger Bank and at Heligoland. The German High Seas Fleet rarely went to sea and the British Grand Fleet mainly went to sea to exercise.

**THEN!** In late May 1916, code intercepts at the British admiralty indicated that the German High Seas Fleet was putting to sea for a major sortie. The British Grand Fleet immediately raised steam to put to sea. The Battleships and Cruisers of the Grand Fleet under Admiral Jerricoe departed from Scapa Flow, the Battle Cruisers (referred to as the Splendid Cats) under Sir David Beatty departed from the Rosyth, the Destroyer force under Tyrwitt departed from Harwich, and submarine cover was put to sea to intercept the German High Seas Fleet. The German



The tracks of the two fleets (the British Destroyer and submarine tracks not shown).

High Seas fleet under the command of Admiral Sheer, and with it's Battlecruiser division under the command of Admiral Hipper - leading the main force by 50 miles, headed in a northerly direction in the North Sea towards an area just to the west of the tip of Denmark known as **Jutland**. The Battleships and Cruisers of the Grand Fleet headed south east towards Jutland; the Splendid Cats Battlecruisers under Beatty headed directly east. The stage was being set for one of the largest Naval battles in History, involving more than 250 ships and over 100,000 men.

The action started in the late afternoon of May 31st 1916 when the advanced scouting ships of the two fleets just happened to engage after investigating a steamer that had stopped too blow off steam. Light Cruisers of both sides initiated gun fire that attracted the Battlecruisers of both sides to engage (the first phase) in long range gunnery with their large gun turrets in an engagement known as the run to the South and the run to the North. Heavy damage was incurred on both sides and three of Beatty's Battlecruisers (HMS Queen Mary, Indefatigable, Invincible) suffered hits and magazine explosions that literally blew up the entire ships with the complete loss of all but a handful of crew. The German Battlecruisers also suffered heavy damage but their ships were built with superior armor and internal compartmental design

Note: It is hard to imagine a major warship of over 24,000 tons literally blowing up due to a magazine penetration, but this is just what happened to some of these ships.

Try to imagine a warship of this size in full action with over 1,000 men at their battle stations - engine room, guns, navigation, etc, and then an enemy shell explodes in the ship's internals, spreads to the magazines and blows up the entire ship, obliterating over 1,000 crew in just a few seconds. It shows the



The run to the South. HMS Lion to the right has just suffered a major hit and explosion on her mid 15inch gun turret, killing over 90 crew - the ship survived. To the left is the smoke remains of HMS Queen Mary that blew up and sank within seconds, killing over 1000 crew

courage on both sides knowing that their ship could be blown up at any second with an incoming salvo.

The following is an actual statement from a crew member on HMS Warspite observing one of the British Cruisers - HMS Defence in hot engagement with the enemy and being hit by a German Salvo:

“A flicker of flame ran aft along her fore-castle head and up her fore turret, which seemed to melt. Then – whoof, up she went, a single huge sheet of flame, 500 feet high, mixed up with smoke and fragments. As it died I saw her crumpled bow, red hot, sticking up, about 30 or 40 feet of it, at an angle of sixty degrees and then that sank. I nearly vomited. God it was an awful sight. I couldn’t get to sleep that night for thinking of it. The whole thing, from the moment I saw her, couldn’t have taken 20 seconds. Every man aboard the Defence – between 893 and 903 souls – was killed in an instant”

The second phase of the battle commenced later that day when the main Battleships of Admiral Jellicoe clashed with the main Battleships of Admiral Sheer. The two opposing Battleship divisions had been ‘guided’ into engagement by the Battlecruiser engagements. Jellicoe made the decision to turn his ships into ‘cross the T’ formation which allowed all of his big guns to concentrate firepower on the enemy who were approaching in a straight line where only the forward guns could engage. In the ensuing battle damage was done to big ships on both sides but no sinking occurred, although there were some catastrophic damage and sinking of Cruisers and Destroyers on both sides. The German force then did a 180 degree turn three times and eventually disappeared into the mist to escape the withering fire from the British and try to make their way back to the German ports. The British turned in pursuit but lost sight of the enemy as darkness came (note: there was no radar in those days). During the night the two fleets actually crossed each other with some skirmishes in the dark between smaller ships, but no battleship engagements. The German High Seas Fleet made it back to the River Elbe at dawn and into the safety of the German ports.

In the conflict the British losses amounted to 6,784 men and 111,000 tons, and the German losses to 3,058 men and 62,000 tons.

Both sides claimed victory. The British lost more men and ships, but maintained that they were still superior in Naval strength and control of the North Sea. The

Kaiser wanted to protect the German Navy and therefore forbid any further large scale engagement in the North Sea.

## 10. Brit Expression of the Month

### ***“Having a look off”***

The UK is an Island as we all know, and has a proud tradition with the sea. It is normal for Brits to be as close to the sea as possible. Traditionally, working Brits also like to take their Holidays whoops! vacations at the seaside. So, when Brits go for a drive, or a hike, or pop out of their vacation Hotel, they like to stop and **‘have a look off’**. This often entails parking the car in the coast car park - whoops! parking lot, and staring out to sea - often for hours, or sitting on a bench or a beach by the coast and just staring out to sea.





