

an acceptable opinion of themselves, but this suggestion is just a touch on the élitist side for my liking.

As for recklessness and foolhardiness on putting to sea, no amount of books, knowledge, capability or wealth has prevented motorists breaking the speed limit, so why should it stop the evident foolishness at sea?

#### REFERENCE

- <sup>1</sup> Barlett, T. (1995). 'Conflicts in inshore waters' – a yachtsman's view. *This Journal*, 48, 154.

## 'Conflicts in Inshore Waters'

From A. W. Jones

Having followed the debate on the above subject with interest, I would like to comment on the contributions from Captain Sven Gylden<sup>1</sup> and Mr A. T. C. Millns.<sup>2</sup>

Captain Gylden clearly believes all yachtsmen are idiots, so there is little hope for constructive debate there. The answer as to why no less than eight consecutive yachts turned to port when he 'blew the whistle for them' while overtaking, may be that a single blast means 'I am turning to starboard'. Turning to port to get out of his way seems reasonable to me.

Mr Millns claims to write in 'full support' of Commander Booth's article<sup>3</sup> which proposes a complete ban on yachts from large areas of the Solent but, in so doing, he is surely contradicting his last paragraph emphasising the value of tolerance and 'a deeper understanding of good seamanship' which seems to me to be the obvious answer.

#### REFERENCES

- <sup>1</sup> Gylden, S. G. (1995). 'Conflicts in inshore waters'. *This Journal*, 48, 314.  
<sup>2</sup> Millns, A. T. C. (1995). 'Conflicts in inshore waters'. *This Journal*, 48, 439.  
<sup>3</sup> Booth, P. (1994). Conflicts in inshore waters. *This Journal*, 47, 208.

## 'Conflicts in Inshore Waters'

From Tim Bartlett and Dag Pike

Our two responses<sup>1,2</sup> to proposals by the QHM Portsmouth<sup>3</sup> to control and restrict yachting in the Solent in order to facilitate commercial and naval shipping movements have prompted numerous replies, of which the majority attack the alleged irresponsible behaviour of yachtsmen.

We feel this one-sided view needs balancing.

The casualty pages of *Lloyds List* and the reports of the Marine Accident Investigation Branch show that both sides of the commercial/leisure divide include individuals who are ignorant, incapable, inexperienced, who 'couldn't care less' or in whom familiarity has bred contempt. We have been at sea with drunken ships' captains as well as with drunken yachtsmen.