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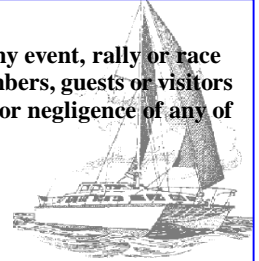
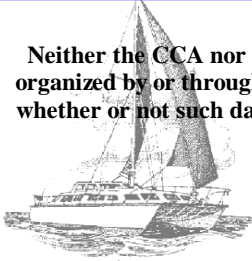
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Disclaimer

Neither the CCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the CCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the CCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.



April 2009

Hello Members,

One point from the minutes of our AGM that seems to be causing confusion is this statement.

"Our having and using an association group call was discussed and agreed to be used this coming season. After many suggestions, a vote was taken. The call sign to be used will be "CAT CALL".

This will hopefully enable us to have more impromptu meetings during the season."

The VHF radio is invaluable for obtaining up to date weather information and also used for emergency communication with the coastguard on channel 16. It is also used to contact other vessels on channel 16 who once contacted change to another working channel thereby freeing up the emergency channel 16. All of us that sail along the south coast of England will be aware of the horrendous amount of verbal that is bombarded over the airwaves and delivered to us by our VHF radio.

When calling another association member's vessel on channel 16 the name of the vessel is usually called twice followed by your vessel's name.

ie "TASTY LADY.....TASTY LADY"....."COCO".....OVER.

That works fine and if tasty lady is in range she will answer. If not Coco will call another member, then another member until he makes contact. All this is more use of the emergency channel.

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The point about having an association call sign ie "CAT CALL" works like this.

"CAT CALL.....CAT CALL"..... "COCO".....OVER.

This is a call from Coco to all members in the area and should get an answer from one or more association members. COCO has only made one call, the member who answers gives their vessel's name and designates a working channel.

So please give it a try.

It works well for other sailing clubs and should you be away on holiday in an unknown area try calling "CAT CALL", you could well meet another member who will be happy to help you, with helpful local knowledge. Local knowledge is always far more informative and up to date than any pilot or almanac.

This is your last chance this year, before we go to print, to order your 2009 members registers the price is still £7.00 inc.p&p.

If you wish to smarten your boat with a new burgee. Price £12.50 inc. p&p.

Do it now before the sailing season begins in earnest.

While I was driving home after our AGM last month, I received a phone call from a couple who had intended to be at the AGM.

Their plan being to pick up their Prout "Corky" from it's winter berth at Thornham Marina and while on passage, stop off at Keyhaven, then sail on to their mooring in Poole.

The best laid plans when sailing often requires a plan (b) due either to the weather or the many other things that can delay you. The outcome being the following Monday I drove them back to Thornham Marina to enable them to collect their car.

One of Thornham Marina's disadvantages is that it is only accessible at spring tides by sea and by public transport from Poole involves 2 trains, 3 buses and a taxi. It's probably quicker to sail to from Poole than go by public transport.

While at the Marina we walked along the pontoons looking at the many Catamarans, many of them looking a little sorry for themselves with the tide out, sat on the mud.

There was, however, a hive of activity with several owners busy preparing their boats for the coming season. I had taken several invitations to join our association with me and distributed them, while chatting to those owners present.

I then placed invitations on the other catamarans for the owners to find when they visited their boats.

The outcome of doing this has bought several responses and one from the Heavenly Twins Association.

(see below)

Dear Peter

I am the current Secretary of the Heavenly Twins Association.

I have been meaning to contact you for ages but was finally galvanized into action after seeing one of your flyers left on a boat at Thornham Marina.

I believe that both our Associations are moving in the same direction. No new boats are being built and our memberships can only decline as the boats suffer neglect and die, with no new ones replacing them.

Both Associations have taken the decision to include as full members anyone owning a cruising catamaran.

It seems that now instead of being rivals, we are 100% on the same side, promoting cruising in cats. All of our members and all of yours could equally fit into either or both Association. My question is do you think the time is right to do some combined meeting, or do something together to show a united front.

I am afraid I have not given the practicalities much thought, or hatched a plan to propose to you. Really just putting out feelers as to how it might all shape up.

I have attached a letter which is appearing in the press currently, which you could (if you would like) circulate to your members. If you have something similar I would be happy to include that in a mailing to our members (we currently have about 160). I have also sent you our rally dates in case any of your members might like to come along. We are a sociable bunch and do love our eats and drinks.

Personally I don't see that it would be a problem for those owners who would like to be members of both Associations and to pick and choose which events they wanted to attend. Give it some thought and see what you think is the best plan....

Hope to hear from you.

Regards

Chrissie

Our next Catamaran Cruising Association Rally at Bembridge on 23rd. - 27th. May, happens to coincide with their Ryde Harbour and Royal Victoria YC at Wooten Creek Rally. The two rallies being so close, perhaps we, also being a sociable bunch, who love our eats and drinks, will be able to find time to meet.

The Twins Association like ours holds most of their events along the South Coast, predominantly in The Solent area. The main reason for this being the high number of members concentrated in that immediate area.

If you see a gathering of multihulls at anchor or rafted together, you can bet they belong to a cruising association. I remember sailing into Lezardreux back in 2006 to find that several members of MOCRA were on their annual summer cruise and had also decided to stay there before heading to Paimpol the following day.

The outcome being that both Sue and I were made to feel welcome and enjoyed their company for two days. We met one couple and to our surprise discovered they keep their boat in Christchurch and live only four miles from us. The following year while they cruised to the Scillies we had free use of their river mooring in Christchurch.

The MOCRA events are mainly for racing but they are holding a Cowes - Poole Conga on the 21 August, then sailing on to Falmouth to join in The Falmouth Nationals Racing Event for the Thursday and Friday of the week.

Members interested should check the details on the MOCRA web site or contact Mike Millerchip by e-mail mocra@mim.invitanet.co.uk

The **MOCRA Cruising Section** is organised by [Mike Millerchip](#) the Cruising Secretary and is supported by the Cruising Committee and Affiliated group members. The cruising section meets informally twice a year to plan these events and to liaise between the affiliated groups.

All **MOCRA Cruising** events are open to all multihull owners as well as **MOCRA** members. The aim of the Affiliated groups is also, to welcome visitors to their events and to invite multihull owners to join them, thereby enabling them to explore areas and ports which they would not normally visit with the support of other multihull skippers and to arrange social meetings with other multihull owners both afloat and ashore.

Any member interested in attending either a Twins event or a MOCRA event during the coming year should contact the secretary of the group concerned.

Listed below are the Twins rallies.

HTOWOA Rallies 2009

South Coast UK

For further information about any of the events listed please contact Rear Commodore South, Mark Jarvis, 26, Toddington Park, Toddington Lane, Littlehampton, W Sussex, BN17 6JZ

Tel 01903 735911 aquataur11@hotmail.com

South Coast UK too far from you to join in?

Organise your own rally, afloat or ashore, with other members in your area.

For help to arrange a rally contact Commodore Geoff Linter - contact details on inside front cover.

Month	Day	Event	HW Portsmouth (Time & Height)	
April	25 th /26 th	East Cowes	12:13	4.5
May	23 rd /24 th /25 th	Ryde Harbour & Royal Victoria YC, Wootton Creek	11:06	4.3
June	20 th	Round the Island		

		Race		
	27 th /28 th	Bembridge Harbour	16:33	4.6
June/July		Cruise to Scillies?		
July	25 th /26 th	East Head, Chichester	14:37	4.7
August	22 nd /23 rd	Newport Harbour IOW	13:26	4.8
September	5 th /6 th	Marchwood YC, Southampton Water	12.42	4.5
	11 th - 20 th	Southampton Boat Show		
October	17 th /18 th	Bucklers' Hard, Beaulieu River	11:19	4.8
November	8 th	Natter & Noggin Arun Yacht Club Littlehampton		

We now get back to ME-AND-ER's 2008 cruise; we finished in February's newsletter with the boat sheltering in St Aubins Harbour from bad weather.

The harbour master immaculately dressed in his uniform returned with the tide to removed the fishing boat. A small crowd had gathered to watch.

This, one would think, would be a simple job but as he stepped from the bow of the Athena onto the fishing boat the reason for the smell became obvious the decks were covered in fish oil and he slipped and slithered all over the place. To his credit he remained composed and upright despite the now loader beep from the alarm and mirth of all onlookers. The fishing boat disappeared with a roar of approval as the onlookers wandered away.

The wind eased a little during the morning and despite being tired after two nights with little sleep decided to cycle to St Helier. Our friend's wife needed to obtain some medication in tablet form, her tablets having been misplaced. We waiting until the boats grounded and then cycled to the main town of Jersey, St Helier, five miles along the coast. We made good progress aided by the westerly wind passing several places where the sea had breached the wall. Once in St Helier they made their way to a chemist but without a prescription the chemist insisted that she see a local doctor. The chemist was very helpful and made her an appointment to attend a nearby surgery in 1 hour's time.

Local residents of the Channel Islands have to pay to attend a surgery and see a doctor, our friends were fortunate because they did not have to pay to visit the doctor or for their prescription, all charges being covered by our National Health Service.

WARNING

from April 2009 any UK resident will now have to pay for all medical treatment in the Channel Islands.

One member found to his cost that despite having Medical insurance that in many cases your insurance does not cover dentistry. Even when it is included it will cover extractions

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but should you loose a filling and get an ulcer caused by the lose of the filling, neither, ulcer or the replacement filling is covered. Be careful, read the policy thoroughly and make sure when obtaining your policy it specifies Channel Islands.

The Channel Islands is still independent and not part of Europe so a European only policy will not cover you.

Sue and I headed further into the centre of the town to one of the large indoor markets. With the wind easing we may be able to head further south to Brittany tomorrow and while here the opportunity to restock with fresh vegetables and meat is too good to miss. The prices at the market for fresh produce are fairly reasonable with the many stalls being manned by the local farmers. The Channel Islands is unlike the UK. where you have Tesco, Asda, Sainsbury's and many other supermarket. Here there is very little competition for the main supermarket group, Chequers, who seem to have a monopoly and this is reflected in the prices of many items. Until last year the Channel Islands were duty free with no VAT on goods purchased. These days they add a sales tax of 2%. This should still give local traders over 15% price advantage over the UK. Strangely, the prices of goods in most cases are similar or even higher than those in the UK. The argument given by the local traders for this, in many cases much higher than mainland prices, is because the extra cost uncured shipping the goods in.

Someone is doing quite nicely thank you, sadly it is not you the customer.

We cycled back to the boat and filled the water and fuel tanks to the brim. Petrol & diesel, this is the one thing that is well worth buying being some 30+ p per litre cheaper.

The boat and stores fully replenished all we now required was a favorable weather report and a good night's sleep to recharge our batteries. The weather report for the night SW 5-6 gusting 7. The wind dropping to a F4 and the sea state easing from rough to moderate the following morning. With the wind already rattling some halyards further away in the harbour we decide to see what it was like in the morning and retired to bed by 9.00 pm feeling relieved that the stinking fishing boat is no longer a problem.

My good nights sleep was interrupted some two hours later by Sue saying someone is walking over the foredeck. True enough on looking through the port window all I could see was the hull of a large yacht. Further inspection revealed a French registered Westerly Fulmar 32 rafted along side us. My first impressions to tell them where to go faded when I saw onboard an elderly couple. They had just sailed from Lezardrieux and needless to say, were very pleased to find shelter from the now strong winds. I helped him attached shore lines and because his draught was almost two foot more than ours, we loosened our breast lines so our little cat could sit on the mud when the tide went out.

Despite doing this to sleep is impossible until the boat grounds.

The following morning with the wind eased we decided to leave as soon as we floated. While still aground we removed our shore lines, secure in the fact that the deeper keeled Westerly would hold us in position until he floated.

The owner of the Westerly was an experienced sailor with a wealth of knowledge they had sailed round Great Britain and Ireland plus the usual Mediterranean. He was grateful for the assistance we had given him the previous night and went on to explain that he owned a house overlooking the River Treiux from where he could see his boat on it's river mooring,

he also had another mooring at Ile de Brehat. Both of these moorings he went on to explain were in little use during the summer months and we were welcome to use them if we were in the area. We thanked him for the offer but now floating, we said our Bon Voyage's and moved out of the harbour into the bay. Our friends headed for Lezardrieux but we didn't want to motor into the wind so headed back to St. Malo and the Rance. We managed to sail well past the Minquiers until we turned into the wind and motored the rest of the way up the Rance to Minihic where we were well sheltered and I had my first good night's sleep for four days.

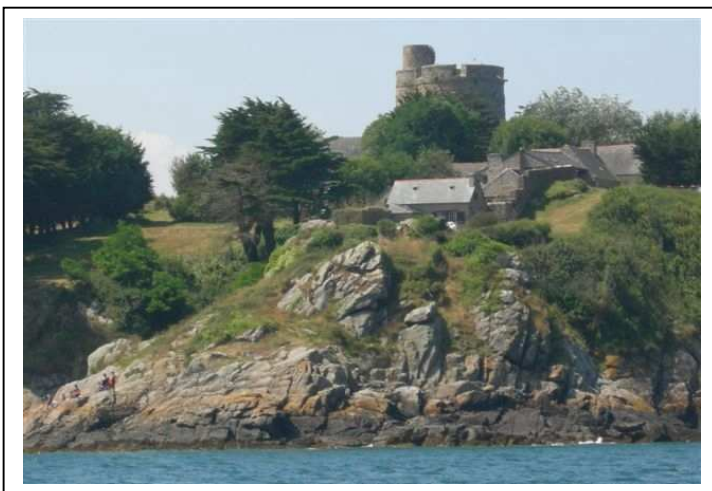
After one rest day and with the weather improving we said goodbye to the Rance and took one of the many inshore passages west past Dinard. Just 5 miles further on is a small island.



Dinard from the inshore passage.



Ile Ebihens with boats at anchor in the bay at near high springs.



Ile Ebihens approaching along the Eastern side of the island.



Safety is easily forgotten, when the sun is shining.

By just visiting marina to marina on the typically Brittany sailing holiday, 90% of UK boat owners who sail in the area see very little.

This island is tidal and when the tide is out access to the small town of St. Jacut is about a mile and a half away where one can buy all the usual bits and pieces that are needed. They also have a very good street market once a week. The Island is called Ile Hebiens and is best approached from the east and as you sail by you will think, it is all rock with the odd

house dotted about by the cliffs. Then just past a small building sat on a small peninsular this sandy bay opens up with excellent protection from all winds except southerly. We have enjoyed the delights of this Island for many years. The anchorage is safe, the swimming and fishing excellent. We stayed for almost two weeks before we headed west. This for us is not normal but while there, we made new friends, an English family from Weymouth on a Moody 42 and a French family on an Omini who had just sailed back from New York, they had many interesting tales to tell. While there, we were, joined by 12m Dragon Slayer and the Athena from St. Aubins. 8m Chateau Cat from Falmouth was sailing in the Channel Islands but sadly we did not meet up.

Next month we continue west along the Cote de Granit Rose where the rocks vary from the very sharp jagged variety to the more friendly round boulder.

I DO NEED TO KNOW THE NUMBERS FOR THE BEMBRIDGE RALLY AND PLEASE SELECT YOUR MEAL BEFORE THE END OF THIS MONTH and Text or e.mail Peter Gimson.

10 boats have confirmed so far.

Don't forget we will be holding a boat jumble during the rally, so start searching for those must have bits and pieces that you no longer require and bring them along. 10% of sale price to aid CCA funds.

The Bembridge Rally.
Saturday evening 23 May 2009

We all had an excellent meal at Brading YC. last year and, as before, you can order either:
any 2 courses for £10.95. or any 3 courses for £13.95.

They are a small YC and we need to help them by preordering our meal from the menu below.
Unfortunately they have only 25 places available.

Please contact Peter Gimson with your requirements before the end of April to avoid disappointments.

Broccoli & Stilton soup.
Prawn cocktail
Garlic mushrooms

Chicken breast with cranberry sauce, topped with brie,
Served with potatoes & fresh seasonal vegetables

Ocean pie, served with potatoes & fresh seasonal vegetables

Pork loin in honey & mustard sauce,
Served with potatoes & fresh seasonal vegetables

Mushroom, leek & sweetcorn pie,
Served with potatoes & fresh seasonal vegetables

Steak & ale pie, Served with potatoes & seasonal vegetables

Fresh fruit pavlova

Tiramisu

Fruit crumble

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Disclaimer

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Boat Owners Third Party Insurance

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May-June 2009

Hello Members,

We look forward to seeing you at our Catamaran Cruising Association Rally at Bembridge on 23rd. - 27th. May and if you have any boat bits to pass on please bring them to our jumble to be held during our rally.

We now get back to ME-AND-ER's 2008 cruise; we finished in April's newsletter with us enjoying good weather on Ile Hebriens, in company with Dragon Slayer, 5 miles west of St Malo.

Dragon Slayer was going to head for the Channel Islands then cross back to their home berth at Poole. We agreed to head back to the Channel Islands with them, our boat having been beached except for high tide for two weeks we needed to refill our tanks with fresh water and the only other advantage being, our intended destination to the west, that with the predominantly westerly winds, we should be able to sail to Jersey or Guernsey, meet up with Chateau Cat then sail further west towards the bay de Morlaiox.

The best laid plans for us were altered after receiving a phone call from my son in England, with the excellent news that his wife had just given berth to their first child a baby boy. Delighted, we rushed off in the dinghy to St Jacut to buy a present and card, agreeing to follow Dragon Slayer to Jersey the following day.

The day's weather was glorious, with a light westerly wind, so we spent the afternoon sailing and fishing for mackerel on the other side of the island. We explored the marina at St Cast and other available anchorages towards Cape Frehel. Cape Frehel, with the famous fort on top, is an ideal photo opportunity if you are close in. It looks harmless enough but when approaching from either side beware as at certain times of the tide the sea from being flat calm can, within five minutes, develop into large over falls that you can't escape from. I have been caught in these and recommend that 400yds. berth be

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allowed. The anchorages were good but would be more open to swell. Had we stayed there, it would have saved 5 miles on our trip to Jersey the following day, but we felt the saving not sufficient with the added risk of an uncomfortable night. We sailed back to anchor in deep water 200yds off the beach that we had earlier left. Sadly the fish for us were not biting that day.

Tide half out at springs with the mainland of St Jacut in the background.



After a peaceful night we woke early with no wind to speak of and a sea mist. Our intention, to head west round the minquiers aided by the ebbing tide to arrive off the west minquie cardinal buoy as the tide turned to then carry us eastwards to Jersey. We caught the west going tide and made good progress using one engine with little wind behind us, not enough to fill the genoa.

We altered course just past the west cardinal just as the tide turned right on schedule, the early morning mist now cleared, another beautiful day. The first weather forecast of the morning from Jersey Coastguard arrived over the VHF a few minutes later with a gale warning for Jersey and north of the area. The gale would arrive later that evening accompanied by a complex low. There had been no mention the evening before during their 2day forecast of either gale or her friend complex low. Do we really want to get stuck in Jersey for a few days; we have been there three times already this year. We do an about turn and motor into the tide with both engines and head south towards Lezardrieux. The main channel into the river passes Ile de Brehat on the port side. To the north of Brehat there is a rocky outcrop that one can, with local knowledge in smooth conditions and no swell, sail over. The sea depth for many miles just outside this stretch of water changes from 50 m to 20 m and it is not unusual to see breaking waves all along the 20 m contour line. Coming from the south or east we tend to avoid the rocky outcrop by sailing more south until just past Brehat where we turn west passing between mainland France and the Ile to join the main channel further up river. The current is less fierce and the views are better. Once past Brehat the channel is quite large with doglegs to pass the rocky dangers. We continue up the river Trieux to Lezardrieux, where there are three options for those wishing be on a pontoon. The first to the right is accessible at all states of the tide and consists of several pontoons for both local boats and visitors; we note that along the outer edge visitors boats are rafted two deep. The current runs strong here at certain times of the tide and being rafted puts you in the main current. Just past these pontoons is another marina, where a sill restricts entrance, depending on the height of tide. We opt to ignore these first two options and turn towards the centre of the river and tie on a long pontoon. This pontoon has no electric or water and access to the shore from here is limited to using the dinghy, or calling the marina office who will send a launch to collect you. This service is included in the berthing charge but not generally known byvisiting yachts. We prefer to have the freedom of being independent and because of

the currents put the outboard on the dinghy making it ready for use. Later that evening we were just about to lower the dinghy to go ashore when two boats that had been rafted together on the far shore decided to leave with the tide. The opportunity, too good to miss, we slipped our berth to grab their spot, as it would allow us to both fill our water tanks and walk off into the town. As we tied up a berthing master appeared in a dory and informed us that this space was reserved for a large vessel that was due later that evening. He directed us to another finger berth where small boats were moored and after some difficulty we managed to tie up. The fingers were only 4 meters long and the stern of our boat stuck out by 4 meters plus the useful stern fender consisting of Zodiac and motor that hung on its davits.



The main street of Lezardrieux

We move down the tree-lined river and picked up a buoy under a stone building that looks a bit like a French folly. With only a door and one window overlooking the river, the views are a definite plus but later that evening when the sun goes down the window in the little folly flashes green. This folly is a pretty starboard navigation light.

The following morning bright and early with the wind in the river light and from the south, we left with the tide and sailed with several other boats down river.

Our intended destination Ile Callot situated in the bay de Morlaix near Roscoff, 54 miles west. There were probably 30 other yachts all heading out either from Lezardrieux, Ile Brehat or the River Treguier.

Once we cleared the river and rocky outcrop we headed west with the wind on the beam. We made good progress passing several yachts. The wind F4 gradually increasing and veering more westerly, the wind direction indicating 35 to 40 degrees off the bow. After 24 miles we near the September Isles. The current is with us and runs faster outside the Isles but we aim to sail inside, it being in calmer water. The other advantage to us being that the further out from the mainland the further we will have to tack back or motor straight into the wind later on, should the wind continue to increase. It does increase just as we are abeam of the second Isle. The wind indicator is now constantly reading 25 mph

After a peaceful night we spent the morning shopping and after filling our tanks, paid our dues in the harbour office. The cost of £18.00 for one night we felt excessive as we were charged extra for being a catamaran.



with gusts of 30 over the deck, and heading us more. The sea condition protected from the mainland is still good, we decide to tack and head for the near by Ploumanac'h rather than continue for another 25 miles. We have had a good sail so far and by stopping now we may be able to explore for the afternoon before travelling on the next day.

Ploumanac'h is well documented in all pilotage books of the area and well worth a visit even if it is just to say you have been there or take a photo of the Chateau Costaeres with you or your boat in the foreground. Ploumanac'h is not accessible at all states of the tide and if you wish to stay afloat you can pass over the inner sill and tie on dumb bells in a minimum depth of 1.2m. There are no anchorages in the area but we have explored in the past and marked with the aid of a handheld GPS several areas where there are no rocks and the sand is flat. These anchorages we prefer to the other dumb bells option because it is easy to go ashore either in the dinghy or when the tide is out on foot. When on the dumb bells and the tide drops, you return from being ashore and will have to scramble down muddy rocks to get in your dinghy.

A quick check of the tidal heights and we realize there is not enough water to allow us to enter between the outer rocks. Our nearest option 1 mile west of Ploumanac'h and available at all states of the tide is nearer, Tr'egastel. We down the sails and motor the last half mile finding the entrance between friendly rounded rocks rather than the jagged ones we passed earlier.



View of the entrance from inside

we are sheltered from the wind in calm water.



After an early start a light lunch and a glass of the local grape, feeling tired, we both retire for an afternoon nap. We are woken with the sound of excited young children voices as they sail back and forth. The wind has dropped and turned back to southerly. Other boats have also sailed into Tregastal while we napped and the one in front of us has its port of registry as Christchurch. The owners seeing that we were on a Catalac rowed over in their dinghy for a chat and ask if we are staying the night and where are we heading.

We inform them the bay of Morlaix and that we must leave now, so we will be able to get to one of our favourite anchorages at Ile

Callot off Carantec. This we do, and arrive with the tide falling fast. To reach our anchorage we must cross the causeway that connects the island to the mainland at Carantec. It is already drying leaving us just enough depth at its deepest point to pass over it. Once over, we head for the beach and anchor with only minutes to spare to the left of the causeway.



We anchor in the yellow face, causeway to the right and powercables to the left both visible in the photo.

Rocks surround the island and the beaches, on close inspection, are white shell. The anchorage is protected from any fetch by the mainland from the south. As the tide falls by anchoring to the left of the causeway the oblong island on the left dries protecting you from the west and the causeway on your right protects you from the east. Whatever the wind direction, the sea remains flat and you will never feel the boat touch the sand as you start to dry. To the west of the island is the river Penze and to the right the Rivier de Morlaix. We spent three days on the beach, the wind at best was F5. On one day we regularly saw gusts over 40 mph. We are safe but the constant wind is tiring and Sue's split tooth that required treatment before we left on our summer cruise was now playing up again. We need a dentist. Roscoff is only 5 miles west of us but there are no marinas. The nearest marina with a large town is Morlaix. On receiving the latest forecast for even more gale force winds we lift the anchor and motor up the river to Morlaix. The river is crowded with many other boats also heading in the same direction. We are the last boat in the lock and before we leave the berthing master asks if we had booked a berth. We had not but explain about the tooth and that we don't require electric and are prepared to tie against a wall. We are told to wait while he checks if he can find room for us. After half an hour he returns and beckons us to follow him. As we move through the lock into the basin we can see it chocker block with boats packed like

sardines in a can. We follow and eventually raft third boat out from a wall. The reason for all yachts in the marina is not because it is the height of the holiday season or the gale warnings. There is a Finisterre race due to start in two days time and the boats start from the bay de Morlaix. The marina is a hive of activity with riggers and sail makers, crews and support teams all busy preparing the boats.

The following day being Saturday we need to find a dentist, the marina office is very helpful with details of several local dentists.

The first two are away on holiday, but third time lucky, the receptionist explains that he is very busy and already has four emergencies. He agrees to see Sue if she is prepared to wait. We join the other suffering patients in the waiting room.

The dentist appears, he is a dapper little man who could easily be mistaken by his appearance and movements for Agatha Christie's, Belgian detective, Hercule Poirot.

He inspects Sue's tooth, X-rays it and photographs it, repeatedly saying it is incredible, he goes on to say that She will not loose the tooth, pointing to the x-ray he explains that the pain is being caused by a large infection in the gum under the split tooth. He writes her a prescription for antibiotics to be given to the pharmacy, giving full instructions as to the dose. All this takes at least half an hour of his time and expertise, but to our surprise he refuses to charge for his services saying he has not done anything. Pleased with his services we thank him and return back to the marina.

To explore Morlaix from the marina one simply continues to walk towards the viaduct 400yds. further up the river to reach the centre ville. It is situated at the bottom of a deep valley. While we were there apart from the Finisterre race, there was a folk music festival with many different artists performing every night for ten days. Music is a universal language enjoyed or disliked by all nationalities. To our surprise as well as local Breton bands, many other artists came from Ireland, Scotland, Wales and Holland, giving the whole affair a real European flavor. The backdrop for the stages set up in the square, being the tall medieval buildings lit up by floodlights and to add to the scene old black and white films were projected onto the white walled buildings. The pavement bars and restaurants in the square did a roaring trade as did the many stalls selling crepes, hotdogs, baguettes and they even had an open fire with ducks and chickens being spit roasted. The smell of the food makes my mouth water now, yes, it all added atmosphere.

Hundreds of people of all ages and nationalities enjoyed the festivities as they mingled and danced as one. We saw no drunkenness or any other trouble. The security was limited to two Gendarmes who were enjoying the festival as much as the visitors and could even be seen dancing the odd jig.

The marina seemed almost deserted after the race started, no more rafting. We moved onto a finger pontoon with a view from the cockpit astern of a floating restaurant. Having just tied up a face familiar then appeared to greet us. It was Clive Smith the marine surveyor who had surveyed our boat five years ago. He used to keep his 30's Scottish fishing boat in the Solent, but now prefers to berth it here in Morlaix. The boat and its wood are beautifully kept, the pride and joy of Clive and Jennie. In the main saloon it boasts a full size upright piano.

Happily, over the next couple of days Sue's tooth was improving, unlike the weather that showed no sign of improvement.

Being marina bound gave us plenty of time to explore the surrounding area. We took the bikes out of the locker and secured them on the pontoon. During the week that followed, we cycled along each side of the river and generally relaxed chattering to other boat owners.

The marina was filling again as the wind worsened to gale 8. Among the many seeking shelter, two yachts 'Chablis' and 'Tideline' from Christchurch. The owners had been cruising for six weeks exploring the coast in much the same way as us. The Moody that we had seen at Ile Hebriens had been sheltering in the river Penze within a mile of us at Ile Callot.

More boats arrive the following day. One had sailed from Salcombe with a crew of six. During the crossing his foresail had blown out and his rigging damaged.

To be fair both he and the crew looked more blown out than his boat. What one wonders possessed him to sail into a well forecast South Westerly gale 8. I think he was lucky neither he nor his crew were lost or injured.

He and his boat were still there when we left. On further inspection; during the crossing one of the spreaders had damaged the wall of his mast.

We stayed for a total of two weeks, during that time the many boats that sheltered here related all sorts of horror stories. The one thing all agreed on, 2008 had been the windiest summer they could remember with the gales lasting more for weeks rather than days.

The marina charges we paid at Morlaix were very reasonable. For two nights rafted and twelve nights with electric on a good finger pontoon, we paid just under £140.00 for the two weeks. This was to be the last time we paid for a berth or harbour dues last year.

Our total spends during our three-month cruise with that regard £168.00.

Two weeks marina bound is not our idea as to what a sailing holiday is about. We enjoyed our stay, made new friends but are now itching to be on our way.

The plan, move into the Bay this evening, anchor for the night in another spot we discovered last week while exploring on our bikes. Then, weather permitting, sail back east to Port Blanc a place we have never visited but highly recommended by 'Chablis' and 'Tideline'.

We took the second lock, the first being full and motored down the river with the Moody following. The sky looked threatening but with the forecast for the following morning of light SW winds, we are hopeful of a pleasant passage. After anchoring we enjoyed a peaceful evening meal on board, no road noise here unlike the marina.

The Moody could be seen anchored in the distance.

The following morning we caught the ebbing tide to carry us out the bay then headed east in light southerly winds. An hour later as the tide turned to help our steady progress, 'Tideline' & 'Chablis' could be heard talking over the VHF.

They had anchored in the next bay and were just heading out, being a Catalac we gradually overhauled them. They intended to anchor later that evening for the night near Perros-Guirec, a very popular seaside town in the area, being close to Ploumanac'h and the bird sanctuary on the September Isles. Perros-Guirec has an expensive marina where one can get neaped for several days and is popular with charter boats on the St Malo-Morlaix run.

Now just in range of Jersey coastguard the latest forecast for the next two days is unbelievable. Yet again, more storm and gale force winds.

The wind, meantime, for us, dropped further and we motored the last 20 miles to Port Blanc.

The dangers outside the entrance are well marked and once inside to the right are 30 (V) buoys many with local boats on them, these do not dry. We ignore them and turn left towards the many small islands that are enclosed within the harbour. The depth falls away gradually and we anchor in the area described to us by 'Tideline' but after careful calculation with the aid of the plotter, move into deeper water for the night. Having just done this we look up to see 'Tideline' & 'Chablis' entering the port and they anchor where we had been. They had decided to continue from Perros to Port Blanc on hearing the Jersey forecast. I did suggest that they might touch the bottom but they had been here at springs before and felt they had sufficient depth. The wind did pick up that night and both Sue and I were woken by the sound of both 'Tideline' & 'Chablis' masts and rigging shaking as their boats thumped the bottom. The following morning as tide once again disappeared with the ebb, to be replaced by hundreds of families, often 4 generations, who brandishing buckets forks rakes and large plastic bags, scratched about in the sand for anything that moved all no doubt to be transformed in to a delicious sea food meal or bouillabaisse. I could now see the ground in the area it is 70% sand 30% rock. Time to explore on foot. Some of the islands are private, we explore further using the hand held GPS, to mark suitable drying anchorages for future use thereby giving us protection from winds in any direction. The area is a fascinating place. One 3-400yd. section is protected from the sea by a bank of round pebbles like Chessel Beach in Dorset or the stretch from Hurst Castle that protects Keyhaven in Hampshire. In another area, built between the rocks, are houses that appear to be attached or semi-detached from the rock itself.

We had several more days of storm force winds and are extremely thankful we had explored for other drying anchorages. Many of the waves were breaking over the rocks protecting the visitor's buoys and the pebble beach, as they did so spray was thrown high into the air totally obscuring the September Isles from view. To see this spectacle first hand was an experience that will always be remembered by us, though one we would rather not repeat.

Our Nasa weatherman was giving us a five-day forecast. The next two days looked promising with winds no more than F5 but with more storm and strong winds coming for the following three days, it was probably a good time to move. Jersey coastguard also gave a half reasonable forecast for the next 2 days with the sea state dropping from rough to rather rough.

Our hopes of sailing to Poole for the RNLI meet & eat were falling fast, we like all the others who attended did so by car.

After some discussion, we left the safety of Port Blanc. The wind from the south was robbing our genoa, we poled it out and goose winged all the way to Havelet Bay, Guernsey 55 miles. The sea was rough and the currents by the Roches Douvres (often called Russian duvets by local fishermen) slowed us to half a knot for over an hour. The following morning with very little wind and a now friendly sea, we motored the 46 miles to our homeport of Cherbourg. Peter & Sue, Cl.8.220 ME-AND-ER.

Commodore: MARGARET SMITH

e-mail : mhaptic@msn.com

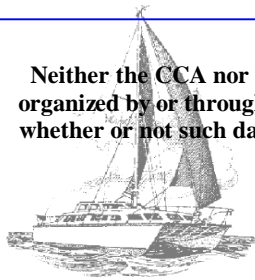
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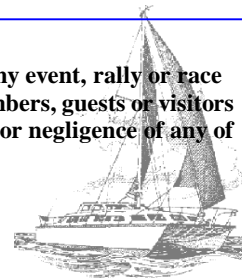


Disclaimer

Neither the CCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the CCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the CCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.



July-August 2009

Hi Members,

The holiday season is upon us, I hope you all have a great holiday, with fair winds and kind seas.

DON'T FORGET

**C.C.A. Rally 28th. –31st. August Bank Holiday at Poole.
Gathering off, Brownsea Island with midday Sunday Lunch at the R.N.L.I. Poole.**

We need to know the numbers who wish to attend the lunch, to enable us to book the tables.

Text to 07971 808777 by mid August to avoid disappointment.

Many of you ask about the French canals and although the thought of motoring for hundreds of miles, rather than sailing does not appeal to me.

I can see the advantages of using them to reach the Mediterranean rather than, being stuck like many boats were last year waiting for the right weather to sail across Biscay. Many boat owners who enter the canals enjoy them so much they leave their boat in the canal system never to be in open water ever again. The boat then is used as waterside residents for holidays, more of a houseboat, rather than a cruising boat.

The following dream has been in the newsletter before, and for the owner's of Stray Cat the dream became a life-changing adventure.

The name STRAYCAT is quite apt I found her abandoned on a beach with children jumping and playing
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on her. She had lain there for quite some time and was in dire need of love and affection so after many hours of hard work she will be our roaming home. I have always been a roamer but marriage raising a family, earning a living etc. narrowed my horizons until retirement was approaching then wanderlust returned and plans began to be dreamed. The reality has to be tempered by age. Hence the title.



ONE DAY AT A TIME

By Ray Astle

It is easier to sail a long way “port hopping”, especially if time is not a problem.

Advantages of short legs are that you visit many more interesting places and meet more people. You don't arrive clapped out, as you may do after 30-50 hours at sea. Weather forecasting is more reliable. The tide can often be used for most of the trip. The mooring practice is better than R.Y.A. Competent Crew Course, But more important if trouble does occur you are probably fresh enough to deal with it. This may not be so after a long stint in adverse seas and weather.

Disadvantages more harbour dues (but the grapevine on passage will advise about cheap or free mooring places) Strong arms from all the mooring & anchoring.

The Passage plan.. South from Pwellheli through St. Georges channel. East up the Bristol channel until it can be crossed in one day. Round Lands End and a similar approach to the English channel. Enter French river/canal system. Minimum width of locks 5 m. (Straycat beam 4.3m) *E.T.A. Mediterranean coast of France-this year or next.* More detailed plan would be required for R.Y.A.Coastal Skipper Qualification. We did of course do our tidal sums en route. Before leaving bought Derrick Bowskills “Channel to the Mediterranean Sea” plus general chart of the French waterways (Imray).

Thursday 20th. June. Left Pwellheli at 13.30 in flat calm that became a fair wind to Abergstwyth.(a good first day that was to set the pattern for the next four days) Fishguard, Ramsey Sound, Solva, Jack Sound, then up Milford Haven for 2 nights a Neyland. It cant last and true enough here we met our first “*Prophet of Doom*” re. River Seine to Paris & canal system in general.

This is worth mentioning because Bowskill & “Navicarte” stress the potential difficulties.

They had been the subject of discussion for several weeks – *almost a mutiny!*

We moved to Dale for the night so we could make a dawn start across the Channel to Padstow. This was our longest passage, with several miles of tidal set E & W Lundy Isle was a reassuring sight in the middle of the passage, reducing time out of sight of land. We had 13 hrs. good sailing with dolphins for company into the Camel estuary where we waited overnight to lock into Padstow inner harbour in daylight.

Padstow is a delightful place, we planned to stay 4-5 days. Here we met John and his dog on “Sheldee” an old steel boat about 28' long. John was sailing round Britain on very little money. We also met a fleet from Swansea Y.C. on a cruise to the Scilly Isles. The wind was SW to W f 5 so we enjoyed a very social 9 days in the sheltered and sunny harbour with local bands and choirs performing 3 to 4 times a week. S.Y.C. arranged a cycle ride to Bodmin and the moor.

5 July. With good forecast all the yachts heading W or S departed as soon as tide permitted almost emptying the harbour within an hour. We joined some of the others and stopped in St Ives for the night before setting off past Long Ship Light round the corner into Mousehole. A very nice little drying harbour.

Round the Lizard was a bit bumpy I think I found the wrong way round the overfalls we carried on past the Manacles and anchored in Helford River, (D. Demauria Frenchmans Creek) We then traveled the 5 miles to finishing in front of R.C.Y.C. Falmouth for 2 days accompanied by “Sheldee”.

The run to Poole stopping at Newton Ferrers, Brixham, Lyme Regis & Weymouth was smooth.

We picked up fuel at the floating jetty in Poole Harbour & rafted up on Town Quay it was 13.00 Saturday 13 July. We stayed for a few days entertaining friends, visiting relatives, shopping for extra fenders, long lock warps and "Navicarte La Seine Aval".

This bought the mutiny to a conclusion when my cousin a YM. Instructor, Pointed out "you've done Ramsey and Jack Sounds, The Bristol Channel Lands End- the River Seine should be a piece of cake.

19 July .Early start for the 12 hour passage to Cherbourg. Stayed on the waiting pontoon then on to St Vaast, Ouistreham and Honfleur, on the west side of the Seine estuary. Incidentally at all these places we stayed and went ashore for at least one evening.

25 July

.Entered Honfleur by a new and very easy lock through the lift bridge into "Vieux Bassin" situated in the centre of this beautiful old town.

Rafted up against some very expensive boats in a very small space.

On "Cardones" we were given good advice about our run up to Rouen and the solution to our B.T. charge card problem – just prime the system with a French phone card. We wandered round Honfleur for two days the weather was very hot – no more foulies this year!

Our plan to go upstream on the 28th., so consider some details. Navicarte guides to the waterways are book maps as detailed as British O.S. Outdoor Leisure series with navigation information Scale 1cm._50m.

Commercial traffic has priority in all situations. Pilotage suggests no stops during a 12 hr. passage to Rouen.

Masts have to be lowered here. The tides are very good.

Left Honfleur at 06.30 1 hr. after LW, set GPS to show speed over ground and motored under the Pont de Normandie at 5kn.

This was the beginning of a glorious run through marvelous scenery, chalk cliffs, wooded hillsides, and a broad river with plenty of room to avoid the dreaded commercial giants. We saw two only that day. Ate breakfast and lunch on the way in warm sunshine boat speed up to 9 kn. SOG. The Rouen harbour police met us in Basin St. Gervais at 4.30 just 8 hours after leaving Honfleur. *Who wrote the BOOK?* After this friendly visit by the police we returned 5kn. Through the industrial area to "Darse des Docks" to have the mast lowered on Monday. The job was done easily with the aid of a vintage crane, rusty pontoon and Jean and I as labourers. Mast trestles were constructed from one used many times before and scraps found lying about the dock.

In Darse we met Joel and Annick on a catamaran Jeannolick, having the mast lowered. We were invited to travel in company with them and followed them into Halte Plaisance de Rouen.

Dues duly paid to V.N.E. for our licence to travel the inland waterways. You pay for the days when the boat moves, i.e. a 30 day ticket covers the distance to the Med. Being in France we signed our own sailing days!

A coffee on Jeannolick and a walk round Rouen, we arranged to leave with the tide it changed very precisely from 2kn ebb to 2kn flow within 5 minutes. We were joined by Skitawick an old circa 1938 motor cruiser crewed by two couples from Hampshire. The run into the Amfreville Ecluse lock was easy but there was nobody to take our lines. Joel was half way up the ladder when we realized one of us would have to take our lines hook them over the bollards and return to the boat as we were lifted to river level. Ships papers were examined by a very laid-back inspector at the top of a very high tower. On leaving the lock we find a well wooded and peaceful R.Seine & proceeded up to Le Mesnil Poses and stayed 99km to Paris.

Our convoy progressed steadily stopping each day after 2 or 3 locks, to enjoy any village we were near. To Vernon when Joel and Annick left us their holiday over. They have been good company and a big help

we will miss them. Two more stops to Paris Merlon and Chaton scenery still wooded and gardens running down to the river.

August 4th. Straycat and Skitwick sail into Paris, past the Eiffel Tower, Notre Dame and under all the bridges into the Canal St. Martin where we lock into a marina just 10 min walk from Notre Dame, close to a metro station and Place de la Bastille, in a garden with all the usual facilities.

We stayed four nights, shopping, sight seeing, chatting and researching the route ahead, Made a sun shade, drank coffee, wine, and pastiche then arranged to meet our son Chris and his wife Elin for a week.

Left Paris using the Navicarte La Seine Amont and made our way around the forest of Fontainebleau to St Mammes. By now the locks were a simple routine large peniches were infrequent. Sent a fax to Cris. showing our location and awaited their arrival on 15th. August we said goodbye to Skitawick on the 14th. We left the Seine for the river Yonne. had the engine serviced by Evans marine in Sens. The l'Yonne has six unique locks with sloping sides. Had our only near miss with a Peniche in one of them.

The water is cleaner, there are more herons we indulged ourselves with lunchtime swims and life is very pleasant on the Yonne, with a larger crew. 18th. August we left the Yonne and entered the canal Bourgogne at Migeunes, where we stayed the night.

The Bourgogne is a true canal with more locks and more open scenery, Hotel boats and hire boats are the main traffic. The waterway is narrower, shallower and the banks are broken in many places. Care had to be taken when in the range of hotel boats.

Cris and Elin left us at Tonnerre where it rained- a tropical type storm for an hour. This is our tenth week away from home and life is very pleasant. Locks are often in chains with long stretches between each chain. Our longest day with two chains totaling 32 locks, this is a far cry from the Seine when 3 was considered a good day.

August 28th. This is our last uphill day 14 locks in the rain to Pouilly en Auxois at 1230 ft above sea level. Stayed the night at Pouilly ready to go down hill no worries except perhaps the 3.3km tunnel, 5 mtrs wide and no tow path. Made arrangements with la Capitane to enter the tunnel at 14.40. After safety equipment check of sidelights, headlamp, la handheld torch, life jackets, even the bucket was checked and approved before we were allowed to continue!!!

The trip through the tunnel at low speed was simple but concentration cannot be relaxed. Jean took some flash photos before coming out into the large wooded basin. The next run down to Plombieres near Dijon was easy and warm.

Jean and I went into Dijon by bus but could not find a way of paying for the fare. Later Todd and Elsie explained the ticket system over tea and biscuits on Straycat.

September 4th. Leave Plombieres heading for St. Jean de Losne and the H2o marina at the end of the canals.

Two days later we enter the river Saone with the Saone Navicarte by our side and useful advice from a Belgian couple. Sailing down the Saone with glimpses of the Alps the weather felt cooler our ports of call were Seurre, Chalon and Macon.

Passing Epervier, near Valence locked in to the marine liked it so decided to stop for the night.

The following afternoon we enquired about wintering in the closed compound the price fair we decide to leave the boat. It is just 210km to the med a weeks run.

September 18th. Straycat was lifted out closed and sheeted over by the 22nd. When we caught the Euroline coach to London, National Express to Bangor, where David had left our car.

Home in 27 hours our only overnight passage.

Total Straycat distance 1320nm and 232 Locks.

May 1st.

The second leg of our cruise Straycat required some minor work. we went traveled to Valence Port l'Eperviere via the channel tunnel in our old Nissan Micra loaded with a folding bicycle, new P.B. loo, extra tools and radio spares, plywood, resin , food and clothing we left the kitchen sink but there is only so much you can get in a Micra.

May 24th.

The work completed the boat was launched. Our son David and his Family joined us.

Next day we motored into the river on downstream through wine country to Viviere, a quiet medieval town in the Cote de Rhone. The bicycle came into it's own here. Next port of call St Etienne after the spectacular Montdragon canal and the Ecluse Bolene with it's 23 m drop in 7 min. it was smooth and impressive, but lonely we are the only boat and a lot of water just for us.

We stayed two days in Avignon just 100m from the famous ruined Pont d'Avignon. This town is worth far more than the two days we spent but so are many places we visited.

The half day sail down to Arles was different. We entered delta country the Camargues the Grand Rhone was slower, with more industrial sites. From Arles David and Family returned by train to Valence before driving home via Paris. We could of gone straight to Pt. St. Louis and the sea however Aigues Mortes is another must not miss town. We were hoping to meet a Belgium couple with their little girl, who had become good friends during our stay in Pt. Eperviere.

31st. May motored 3 km back upstream to the Petite Rhone then into Canal du Rhone a Sette, and through our last lock. Collected a plastic bag round the prop. The Rhone a Sette flows through the middle of the Camargue, horses bulls, birds just as the tourist brochures describe it. Arriving at Aigues Mortes early in the afternoon we moored against our friends Tabby, just 50m from a medieval arch that led into the small walled town. Jean and Marjolen walked and cycled in the Camargue while I enjoyed the waterside and town .

It rained occasionally but I only remembered this after referring to Jeans notes in her diary.

Aigues Mortes is where we finally made up our minds to sail towards Spain and the Balearics in preference to Italy and Malta.

*Charts and pages from pilot books were photocopied, a nautical almanac purchased.
The photocopying turned out to be a waste of money.*

Just as we were about to go I became rather ill. A doctor was called, Miechiel from Tabby translated and I went to hospital by ambulance for an examination under anesthetic. Four hours later I was discharged, prescribed pills and given strict instructions to rest and return for a second examination in one week. I was given the all clear after the second examination. Next day we motored the 5 km to Gran du Roi and waited on the pontoon for a favourable wind in the Gulf de Lion.

20th. June exactly one year after leaving Pwellheli, we raised sail in the Mediterranean. In company with Tabby we headed west towards Capd'Agde and had two hours of good sailing before having to switch on the Honda and motorsail. This became the pattern for most off the summer. In contrast with the sail from N.Wales to the French coast when we hardly used the motor.

The marina at Capd, Agde is large and comfortable. There are so many Marina's and small little harbours along this coast that there is always a bolt hole. We stayed four days in Pt. Barberosse and two in Porte la Nouvelle due to the Tramontane wind. Making an early start against this wind we had our first glimpses of the Pyrenees still with snow on their peaks. In Pt. Vendres we followed Tabbys example and tied up against the harbour wall. (always less expensive than the adjacent marina) This is our last haven in France and we stayed for several days, the foothills of the Pyrenees are Beautiful.

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8th. July we motor sailed round Cap Cerbere into Spanish waters and Pt Estartit, (our least favourite Marina). *Bow to moorings, no security and rowdy sea front, inaccessible power and expensive.* On to our next stop, San Felix was just the opposite this is a large sheltered harbour. We moored on the Quay and stayed several days. I had me first Mediterranean swim by falling from the tender. We left Michiel and Marjolen, thinking of staying there for several weeks, before going west along the coast to Torreveja. They had been a big help to us and became good friends. We are still in touch but we do miss their company.

We entered Barcelona and entered through the busy commercial port into a small marina in the heart of the city. This is another place where like Paris it's tempting to stay. (see Photo May news letter)

We were hoping that our daughter Jane and her two boys could join us in Mallorca. Yes this is stretching our definition of port hopping somewhat. However during a telephone call it transpired that this would be difficult to arrange from Shetland Islands, but a flight to Menorca was available on the 9th. August. Without checking the chart I said "book it" That gives us three weeks to get there. This hop is getting longer. Well a lot of divider stepping a course was set to Citadela in the NW corner of Menorca. On 21st. July with a large moon and a forecast of NW f 3-4 we left the pontoon, picked up fuel and cleared the fairway bouy at 15.00 against a Katabatic SE wind that would become NW about 5 miles off shore. That was the advice we were given! It never happened. We motor sailed all night with either wind against or none. Our crew Magellan and auto pilot worked well while we looked out for dolphins and occasional lights. By daybreak the wind was backing to NE and increasing, so as boat speed increased to about 7 kn water began to splash into the engine box (it always does at that speed when under power and sail). I was about to switch off when the motor died. Vulnerable electrical connections were suspected. WD 40 had no immediate effect. Raising the motor and minor adjustments to the autohelm maintained both course and speed for an hour, during which time I had concluded that to tack the last mile into Cintadela was not advisable when a broad reach into Pollensa (on Mallorca) would be simple but take a little longer. For the next four hours we sailed at 5kn in sunshine to Cap Formentor. The wind then dropped to f1 Jean suggested I try the motor, it worked perfectly. The sky went dark and for half an hour there was a thunder storm with very heavy rain before we motored into the anchorage at 14.30 in warm sunshine.

Puerto Pollensa is in a deep bay with a backdrop of mountains and good drinking water from a tap on the promenade. There were several British boats on anchor. We enjoyed a week of sangre, swimming and sun.

July 28th. After getting a weather forecast from the marina we motor sailed across to the Sw corner of Menorca and dropped anchor in Cala Son Saure the first of many anchorages we used on the S and E coasts of the Island. We had very few mooring fees during the rest of the summer.

The Robin Bradon pilot was all that we used to explore the cales (bays) around Menorca. Returning to the public quay in Mahone several times to meet / deliver our family to the airport, and enjoy the town. Several of the cales we used routinely for lunch time anchorages or overnight havens. Addaya and Fornells were ones most frequently used overnight or longer. After Jane returned home, our son Christopher and his wife Elin sailed with us for a fortnight. By the end of September we had sailed into most of the cales on the SE of the island, and been hit by squalls in Fornells and Binibeca.

We have left Straycat ashore on Menorca.

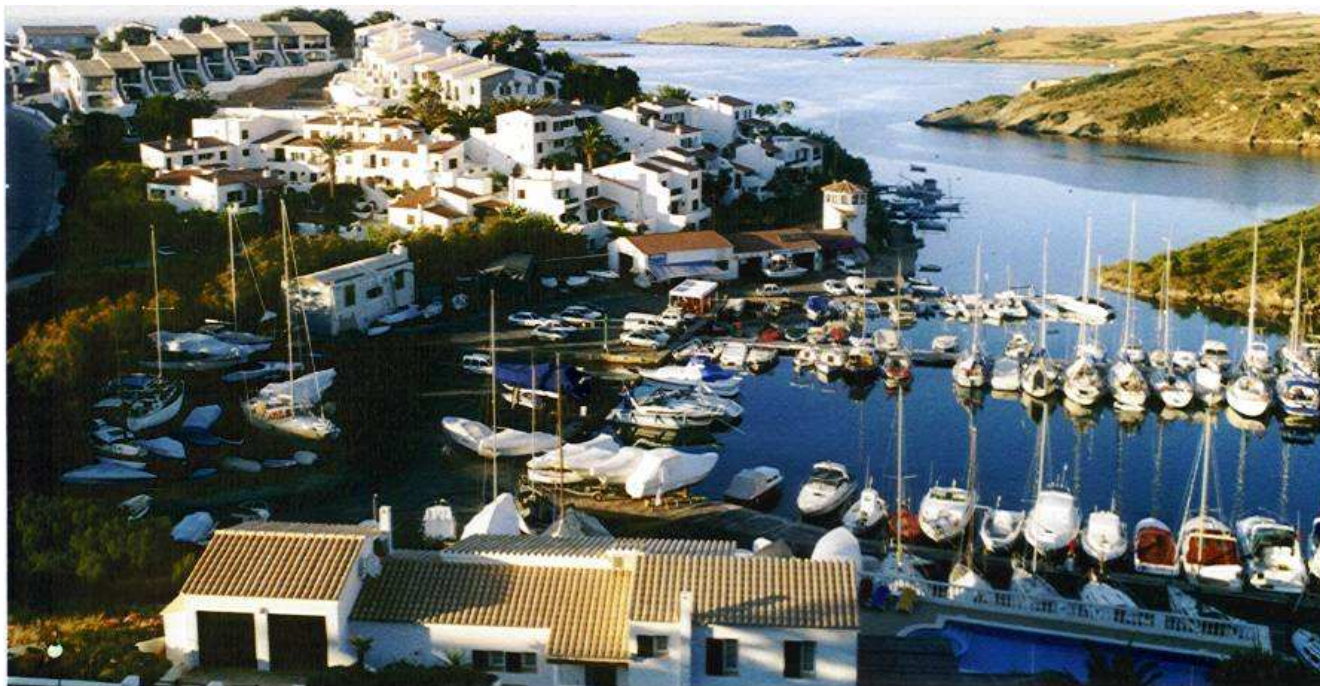
October 5th. We flew to Barcelona, transferred by Euroline coach to Valence picked up the car and after a night in a hotel, drove home stopping in Poole for a few days arriving in Pwllheli Oct. 10th.

Total six locks and 650 nm.

We trusted the Micra again and on 16th May travelled south by way of Portsmouth and ferry "Pride of Bilbao" to Bilbao, across Spain, mainly on the motorway, which has excessive tolls, but light traffic. Stayed overnight in Lleida, arrived Barcelona at noon. (*We got lost leaving Bilbao and entering Barcelona*).

This allowed an afternoon and evening to find old friends in the Marina and have a meal before catching the overnight Transmed Ferry to Mahon where we disembarked at 0800 on 20th May. This was an easy trip as we shared the driving and much of the time was a mini cruise on the two ferries.

Straycat had wintered well in Puerto Addaya,



The friendly little marina that has become like a home port to us. Launching was by old tractor and trolley with extension planks, all handled with finesse by Tolo, the marina manager.

During June and July day sailed on *Straycat* or friends boats, often on "*Andiamos Jacquiline*" with Les, or took our tender, a Bombard AX3000 round to the next Cala (Macaret) for a coffee or ice cream and a swim. The car has made shopping easy, especially visits to the supermarket (SYPS) and Mahon where most streets are narrow. The views over the harbour, historic buildings the Plasas, cafe Bars, climate are all marvellous.

We had a problem with our log that was cured by express post to and from the U.K. I devised a very simple transom mounting for our tender. It was to be a trial prior to making davits - It has been so satisfactory that we were still using it in September.

On 26 July we sailed in company with "*AT*" round the north coast of Menorca, stayed overnight in Cala AJgayevers en route to Pollensa., We had a very good sail across the straits, forging ahead of "*AJ*" but losing leeway. We arrived at the anchorage in Puerto Pollensa at the same time. During 10 days here, the wind rose to f 7, with hail, thunder and rain. We were swung right round on our anchor 3 times in 30 hours. The anchor held fast and the weather changed back to its usual good to very good. Jean did some good hill walking with a group led by a girl from an American boat that was also on anchor!

We met SKYCAT again and ZEFIER, a Dutch owned BOB 8. We did some short sails around the bay, plenty of swimming and deck lounging. On 8 August, our cruise moved onto Puerto Colom. This was a motor-sailing day and back to basic navigation, due to a GPS set up fault! *When passing a large bay, the headland bearings that I had taken, and the coast line I saw, did not match what I expected to see by*

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reference to the pilot book - that was very worrying. The isolated little harbour was not to be seen! I had an inspiration - look at "Rough Guide to the Balearics" and there was the answer. This little Puerto has recently been extended by miles of hotels and apartments!

We dropped anchor in a quiet comer of Cala Colom in the late afternoon and watched a regatta of small traditional boats. We were visited by the Harbour Master's launch and asked to present our ship's papers and passports at the Harbour Office at 11.00 prompt! We complied, paid a small fee and found very good free showers available to visiting yachts. That was a much better result than we expected, bearing in mind the tone of the original visit.

We stayed a couple of days then carried on south and round the comer to Puerto Campos and just past Pta Plana before meandering back to Puerto Pinos ready for a dawn start on 15 May, back to Mahon. We passed between Isla del Aire and mainland Menorca before anchoring in the popular Cala Teulera, where we have stayed several times. Teulera is a sheltered anchorage within the main Cala Mahon.

It is 10 - 20 min. by tender from the shops and Mahon.

There were two Australian crews in the Cala, so as you may expect, they organised a BBQ on the beach. It was a lively multi national affair during which we heard news of our friend off "Tabby" - they are now settled in S. Spain. We finally returned to Addaya on 20th August.

The rest of the summer was spent day sailing on our boat and others. With Les, we organised a "*pirate raid*" to amuse five children and twelve adult pirates. *Straycat* looks very smart flying a large Skull and Crossbones!

Large functions always centre round catamarans. It was not a very sober afternoon! Two of the pirates have recently bought a Bobcat 8m. We sailed when the weather was just right and used the car when it was not. We are getting soft!

Way back in Aigues Mortes (June 97) when I had the brief ulcer problem, I was persuaded to put *Straycat* up for sale. Some fifteen months later John Goodman visited and sailed with us. John was not ready to retire and I had lost the urge to sell (*it was never strong*). So we agreed to review the position next year. life goes on! Still in the sun! *Straycat* was lifted out and winterized before we left for home by Ro Ro Ferry on 15 September. We were home in N. Wales after a smooth trip on 19th September .

May 1999 This way of life is becoming an easy routine. Not quite! This year our bit of excitement was forgetting passports! We were able to talk our way onto the ferry, *Pride of Bilbao* again, but we were warned that we may have to return on the same boat. This detracted from the enjoyment of the crossing somewhat. At Bilbao we were directed to wait by the security office. After a worrying half hour, followed by a few questions from the Passport Officer, and a consultation with his superior, they let us into Spain. .

We used the Volvo this time, so the whole drive south was effortless.

An epoxy/glassjob on *Straycat* was completed quickly with Les' help and by 28 May we were rigged, equipment tested, and ready for launching. We had already had our first swim and found the Volvo hopeless around Mahon. The parking spaces are too short and the streets too narrow!

During the summer we had friends and family from the UK to visit. We have made friends ashore, sailed into all our favourite bays and some others new to us. We have not travelled many miles yet, in terms of "days of pleasure" we had had a wonderful journey and come a very long way.

In Adday on 13 September, John and Anne Goodman took complete command of BOB 8.64.

I know they will enjoy sailing her and continue to improve this lovely old boat.

January.....My family keep showing me the "Small Ads" in **Practical Boat Owner!**

