

Grapevine

The Magazine of Liverpool Yacht Club

January 2013



Past the solstice – summer is coming.

From the Editor

I hope Santa Claus bought you good sailing presents. My own consisted of a sailing hat, a square shaped frying pan and a Berken Calendar. There are lots of presents in the pipeline for the River

The new container terminal at Seaforth will be known as Liverpool 2. As part of the works it is necessary to deepen the channel approaches to accommodate 'Panmax' ships which potential can be as large as 4 x as those currently able to use the port.

The dredging contract has been to tender with an estimated price tag of between £20m and £40m and involving the potential removal of between 4.5m and 5.0m tonnes of spoil. The channel will be deepened to 8.0m below datum as opposed to the current 6.9m. Channel buoys may require repositioning. Almost certainly continual dredging will be required to keep the chartered depth.

Large ships will have a wider tidal window to enter and leave the boat and traffic is planned to increase. Currently only Flexistowe and Southampton can accommodate the largest ships. Improvements are planned for large ships as part of the London Gateway project but the plan is to divert a large proportion of the container traffic to Liverpool. Containers will be off load for onward shipment by road (Durnings Bridge Road as yet to be improved), rail and by barge up the ship canal; so even more ship traffic can be expected.

It's great news for the economy of the City and there is plenty of room in the River and for our racing area which generally avoids the main shipping channels. The low water races about the New Brighton and Seaforth areas will clearly be affected. With increased traffic and the works themselves comes potential for conflict. The good name of Liverpool Yacht Club will depend upon members being aware, acting responsibly and avoiding conflict.

So when you are off cruising this year, remember the increased traffic and enjoy this cruising edition of **GRAPEVINE**

Stephen Williams

-ooOoo-

Training at Liverpool Yacht Club , Is it the answer to falling membership ? Keelboat Awareness (KBA)

Dave Hardy

In past years this introductory keelboat course entitled Keelboat Awareness has been coordinated by Derek Sparks and Jack Hilton with help from Dave Hardy. This year both courses were coordinated by Jack as Derek was unwell. Two courses were run in 2012 one in March April , the other October November.

The courses take place over five weeks on Saturday afternoon and uses Gullmaren, our flagship, as a base to get participants together and give them a safety briefing and outline of the course. The club use the RYA competent Crew syllabus in this briefing and to guide the syllabus throughout.

Following the intro crews disperse to the yachts volunteered by club members. Under the guidance of the yacht owner or one his regular crew members.

Course participants are taken through a range of activities starting from the yachts equipment to crew duties whilst berthing, getting under way under power, hoisting and setting sails and so on



Dave, Jeff and Mike at quayside briefing

Much of this is introduced under way within the marina. In 2012 the boats participating in this were Musketeer, Mike Inman, Nephalia Eugene Armstrong, Bonnie Spei Jim Connolly , Quilla John Myerscough . Of course the skippers have a wide range of experience and opinion and whilst they are guided by the course syllabus as you can imagine they interpret it in many ways

This year the finale of the Autumn course was putting into practice what had been learned with a trip out onto the river with Musketeer Mike Inman Diva Greg Chiswell and Joyrider Andy Bracken



Jack Hilton gives a safety briefing on Gullmaren

So what is in it for all concerned

Well the course members got a great experience, they learned a lot and got to know a wide range of club members. Racing and cruising boats can recruit new crew members, some have already . The club gains new members who are at the start of their sailing career , many of whom will make it a lifetime passion and add to the club's membership and strength . Next season's courses will soon be organised and we will need help from skippers and or their crew to make sure these run and attract new members, look out for our Emailed requests for help in the New Year



Dave practicing spinnaker trimming with advice from Andy

-ooOoo-

Liverpool Yacht Club Cruising in 2012

The summer of 2012 was an unusual one as depression after depression moved in from the Atlantic with little pause between to recover from the last. Those cruising the Irish Sea received very wet weather and variable winds, those cruising the Scottish Islands received an unusually high incidence of East and North winds with thick mist for any who ventured to Orkney

In addition to the discouraging climatic conditions some boats, as is normal, required repair to their structure, engine and/or crew.

The twenty reports show that L.Y.C. members nevertheless achieved a wide range of cruising activities both under power and sail. Whilst power remains the minority this year it represented 30% of club boats represented by Cormorant, Surveyor Blue Moon and Uncle Albert. Although power underway took on a new meaning as Vinny cruised down to France along the M6 with April on a low loader.

Distances and time spent afloat varied, as would be expected. Time afloat ranged from six or seven days to those, probably now retired, who spent over one hundred days on Cormorant and Sailing By, in the warmer Southern temperatures. Distances ranged from short local trips to 2000 miles by Sailing By on her Mediterranean passages with Bonny Kate, Free Spirit and Namaste clocking up between 1500 and 1800 miles each mostly on the West Coast of Scotland



Of the types of water travelled coastal cruising predominated although some opted for a more leisurely progress on inland waters. With areas ranging from inland France and the Med in the South, Ireland in the West, and Orkney in the North with Pleione venturing East to Gdansk in Polish Baltic and with the crew of Interval reaching Portugal. Many climatic zones were encountered in the twenty four degrees of latitude encompassed by club boats, that is from 35 to 59 degrees North, and 9 degrees W to 18 degrees E

Individual cruises of note are Tim Ward's solo Irish Sea trip and Alan Sullivan's range of areas which stretched from the Scottish Islands to Croatia and Portugal in six different boats, a real boat tart !!

Cruises by L.Y.C. boats reported below include:

Southern Europe including Med	7
Scotland	4
U.K.	8
Scandinavia	1
Dave Hardy LYC cruising rapporteur	

Mediterranean

Sailing By, Beneteau Oceanis 393

Crew: Dave Bebb and Pete Growcoat

July From: Preveza, Greece to Torrevieja, Spain

Duration: 21 days Distance: about 1300nm

We left Liverpool for warmer climates in 2008 and sailed in stages to Turkey via most of the countries on the European Med coast and a lot of Greek islands. Now starting the return trip. This outing was a bit of a grind, mostly motoring and lots of overnight passages, via the Straits of Messina, N Sicily, Sardinia, Minorca, Majorca and Ibiza (where you should avoid Santa Eulalia, the most expensive marina this side of Abu Dhabi).

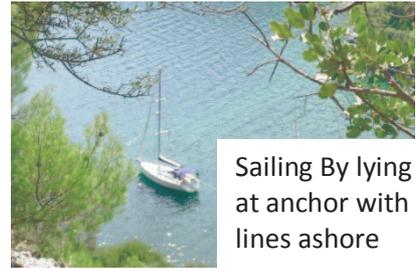
October Torrevieja, nr Alicante, to Rosas and back

Duration: 21 days Distance: about 700nm

End of season meander up and down one of the most overdeveloped coasts in the Med calling at Denia, Valencia, Barcelona and many points between. Some good breezes and long legged sailing too.

Rammed up the stern by a Brit yacht in Alicante marina 2

days before our return. Still dealing with the insurance as I write this.



Sailing By lying at anchor with lines ashore

Beneteau Oceanis 331

Rob Gossage and crew Approx 140 Nm

Rob and crew made an early season departure on a week's bareboat sailing holiday in the South Ionian region of Greece with a couple of friends. The boat they had was a Beneteau Oceanis 331 which at about 34 feet was ideal for the mixed weather conditions encountered. Conditions varied from no wind and sunshine to a force 6/7 with heavy rain. As we were marina hopping and alongside each night I think we covered about 140nm over the week with a top speed under sail of about 7 1/2 knots.

Hoping to go again next year.

Azur Beneteau 37

Liz and Alistair Soane

Mooring: Empuriabrava, Costa Brava, Spain

Maintenance: In early March we took the boat out of the water. The yard is in the marina and a very short distance from our berth, so very convenient. As well, we got an efficient lift out, pressure wash and the propeller cleaned with HCl- not eco friendly but extremely effective. Alistair then started preparing the hull and over the following days we polished the topsides, antifouled the hull having taped above the stripes and then we could go back in the water and have a celebratory sail around the Bay of Roses. Snow on the distant Pyrenees and palm trees on the beach.



Azur at Frioul in 2009

April saw us back again. We had ordered a bimini from the UK which was duly delivered to the Capitania in Empuriabrava. We spent time fitting it and then we were ready for cruising and the

hot weather.

May was to be our first cruise of the season together with friends. Unfortunately the day we arrived, Alastair realised that his retina was detaching and we were advised to return home immediately. The following day he had an emergency operation and then we were grounded for three months: no flying. Towards the end of the recovery period we were able to go back to Spain by train and do some gentle sailing. The rock-steady TGV from Paris took three hours to reach the Mediterranean at 300km/hour and proved to be a most comfortable way of travelling. On the way back we went from Figueras, our nearest station in Spain and 20km from the boat, to Paris/London/Liverpool and then Meols in 12 hours.

August- September - the family joined us and we had a pleasant week pottering locally, swimming from the boat in a nearby cala and the grandchildren enjoyed using our inflatable canoe in the canals that comprise the marina. The following week we were joined by friends and we took a short cruise south to San Feliu, stopping en route at L'Estartit and the Islas Medes and on our return, L'Escala. There was brisk sailing in good breezes and warm sunshine along the spectacular cliffs of the Costa Brava. One of the advantages of the area is the opportunity to dispense with oilies whilst creaming along at a spanking pace.

November – This time we took the car ferry from Portsmouth to Bilbao in wet and windy weather and drove parallel to the Pyrenees through France and stayed en route in a remote hotel near Lourdes and in Carcassonne. Then down to the coast but the weather was firstly very windy, then flat calm, and then wild again so no sailing. Returned through Poitiers and Port en Bessin which is by one of the 1944 invasion beaches and the scene of fierce fighting. There are poignant memorials to lost soldiers and sailors and nearby are the remnants of the Mulberry harbour. We look forward to the next visit in 2013 but are aware that the Costa Brava lives up to its name, the Wild Coast and the Tramontana North wind can blow fiercely at any time of year. There's never a time when there's no equipment to be repaired or updated but in spite or because of that it's great to enjoy life aboard and warm weather.

Charter Bavaria 44

Alan Sullivan, Steve Davies and others
Mileage 217 Nm Croatia

This was a second cruise organised to enable two groups of yachtsmen to share a bareboat charter so that the first group sails to meet the second group at a pre-arranged rendezvous and swap over. The first group had chartered the yacht in Pula and had sailed to Split. Steve Davies and I sailed on the second week from **Split** to the base in Pula. This was sedate sailing covering 217nm and over a dozen islands.

Southern Europe

Interval, an Oyster 39 Ketch

Kenny Walsh (Skipper), Alan Sullivan and Bob Smout (crew)
1197 Nautical miles

A fuller report can be seen elsewhere in Grapevine

A delivery trip from Liverpool to Lagos in Portugal where Interval will be berthed. A passage including number of overnight passages generally favourable weather conditions but big swells at times and lots of Portuguese fishermen to avoid

France

Cormorant – 11.2m Valk Kruiser, Dutch motor cruiser

Doug and Anita McGarvie

Canal du Midi and Canal de Garonne, France (the warm bit)

Capestang on the Canal du Midi to Pont de Sables, Canal de Garonne

From 21st May to 11th September, 2012

A grand total of 219.8 nautical miles from the log although we worked in engine hours and kilometres.

We are continuing our slow journey across France, having over-wintered the boat In Capestang on the Canal du Midi last winter. The canal froze in the middle of February this year !

We were fortunate in being able to eat and drink our way through France, spending time in some glorious places. Carcassonne, the walled city and 2nd most visited place in France after Paris was well worth visiting and we had to wait there while a replacement bow thrusters came from The Netherlands.

There are so many beautiful places along the canals that this mini report would degenerate into a long list of place names, suffice to say that we ate the local delicacies (not snails though) and drank a good number of excellent red wines, all bought at a very reasonable price.

The Canal du Midi is well worth a visit but there are an awful lot of hire boats (bumper boats) there. It does give good entertainment though. The Canal de Garonne doesn't have as many hire boat bases and such is a much quieter cruising ground.

From Capestang to just before Toulouse the locks are 'uphill' and the canal was raised

93.26m. From there to our wintering ground for this coming winter it was 'downhill' locks. The crew prefers the 'downhill' locks !

We'll be back again next year !



Cormorant on the
Canal de Garonne

Blue Moon. Broom 425

Crew – Jim and Alison Cartwright

1209 Nautical miles in - 45Days

A fuller report can be seen elsewhere in Grapevine

Myself and three of Daydream Believer crew took our Broom425 from Felixstowe to Le Havre in April. My wife Alison and I spent between July and October travelling through the French waterways to Port St Louise on the Med.

High lights are seeing Paris from the Seine, the champagne area around Epernay, the depth of the locks on The Rhone(72ft) and not seeing another boat for two days on the canal that joins the Champagne and Burgundy regions.

Scandinavia

Pleione of Dee Hanse 445

Derek Matthews and crew 860 Nautical miles

A very leisurely cruise 860 nm from the yard at Greifswald through the inland water way to Szczecin in Poland. Then along the Polish coast to Gdansk & Gydina. Then after a short return to the UK for Royal DeeYC Commodore duties a cruise to Christianso in Denmark then Ystad in Sweden. Then on to Copenhagen where our daughter Zoe joined for a weeks cruising to Helsingar & Malmo .

Following her departure we cruised back to Greifswald were Pleione is wintering in a heated shed.

Scottish West Coast and Islands

Bonnie Kate Fisher 30

West coast of Scotland five individual trips totalling 1495 Nautical miles

1st June 2012

Ian with two friends - Rob and Barry .

Left Liverpool Marina for Island of Kerrerra, Oban, Scotland . Called at Ardglass, Rathlin, Port Ellen and Puilladhobrain **283 NM**

9th June 2012

Ian and wife Kate.

Up N.W. coast from Kerrerra to Loch Inver (new to us) calling at Tobermory, Drumbuy, Doune Bay (where we enjoyed a fabulous meal) Plockton (full of midges) Kyle, Rona and Flowerdale in Loch Gairloch, Storm bound at Loch Inver before crossing to Stornoway.

We then went down the East coast of the Outer Hebrides, first stop Loch Erisort, a lonely eerie place which made Kate very uneasy. Escaped from there to Loch Maddie via East Loch Tarbert. Weather atrocious so when we could we returned to Mallaig on the mainland, spending a night at Rhum on the way.

First visit to Mallaig , very impressed.

Via Drumbuy and Loch Aline (first time on the new pontoons) Puilladhobrain, Ardfern, Craighouse on Jura, Kilmelford, through Cuan Sound to Kerrerra, up to Port Ramsey and Port na Moralach on Lismore Island finishing at Dunstaffnage near Oban for crew change. **550 Nm**



Blue Moon at Macon



Bonnie Kate at Mallaig

23rd July 2012

Ian and Rob

Up to Tobermory again and revisited many of the places already mentioned. Back to Kerrerra **268NM**

6th August 2012

Ian, Rob and Russell

Went to Loch Spelve to take part in a Clyde Cruising Club event - very enjoyable

Ian and Russell

Up to Loch Moidart (new to both), then round West side of Mull calling at Bunesan and Carsaig (the latter new to Ian) thence South via Ardfern and Port Ellen on Islay across to Ireland and home via the Isle of Man. **395NM**

Artful Dodger, 33' Westerly Storm

Paul Brereton plus Crew 1: Martin Hugo, John Dawson, Colin Atkinson and Matthew Nelson and Crew 2: Dave Messham and Nikki Brown

12 - 22 May 2012 Area Irish Sea and Firth of Clyde

Journey From Liverpool To Largs

Mileage (estimated) 300 miles. 10 days aboard

Our passage northwards from Liverpool with Crew 1 was into northerly winds throughout. Wind was never less than F5, included refuge from F9 and ended in Whitehaven when we had set out for Oban. Crew 2 also took refuge, this time in Bangor, NI, but were later rewarded with gentle breezes and sunshine on the Firth of Clyde finishing in Largs. Various crews manned Artful Dodger throughout the summer (what summer?) cruising in SW Scotland and the Irish Sea, finally returning to Liverpool on 13 October.

Namaste Dufour 34

Dates Six different passages completed May to September 2012

Skipper Frances Taylor joined by various crews for different legs of the summer cruise

Area Feeder and return trips from Liverpool to Scotland via Antrim coast with five cruises in the Scottish West Coast Islands and Firth of Clyde

Mileage 1789 70 days cruising

A fuller report can be seen elsewhere in Grapevine

Namaste left Liverpool early in May to head for her normal summer season based at Dunstaffnage marina via the Antrim coast of Northern Ireland and the Sound of Jura. Good passage time was made allowing time for a return trip to Tobermory. From here cruises ranged through the inner and outer Hebrides with most of the sailing being day trips taking advantage of hotels and restaurants serving local produce for evening meals but cooking on the boat when at anchor.



Namaste at Eriskay

The trip at the end of May was the best weather all season, sunny and warm with enough wind around for a reasonable amount of sailing.. The cruise returned to Tobermory before heading out to Coll where basking sharks provided a welcome sight and then on to Loch Sunart where our worst midge attack was encountered. Engine problems restricted the range of the following cruise. The longest cruise of the summer lasted four weeks and allowed Namaste to reach the North of Skye and the Outer Hebrides visiting Barra and Eriskay, whilst being accompanied by Minke Whale and Dolphins before returning to Dunstaffnage . With West Highland Week and the Classic Malts cruise in the islands it was time for a change of scene. So heading South from Dunstaffnage to Crinan we took the Crinan Canal to the Firth of Clyde for the remainder of the summer season.

The return trip to Liverpool was made via the Irish coast with an extra few days in Banger to sit out gale force winds before heading for the Isle of Man where we anchored in Ramsay Bay to wait for the tide. A brisk westerly breeze gave us a fast trip to Liverpool and we arrived in good time for the first lock on Friday morning. The new moorings at Wallasey proved very useful for a short stay.

Free Spirit MG 335

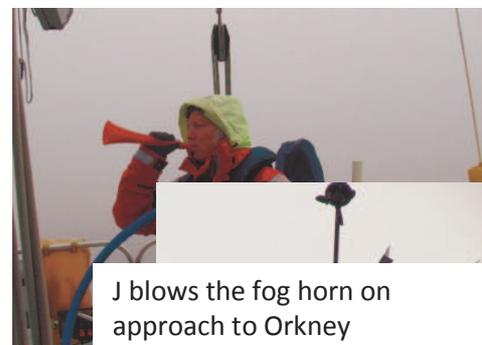
May 25th to August 26th

Dave and Jeanette Hardy

1503 Nautical miles Days aboard 90

(approx)

Our plan for 2012 was to explore Orkney and Shetland and perhaps even further. To achieve this as a shakedown cruise on an unfamiliar boat was in retrospect overly optimistic. The plan was rendered more difficult in the light of the unusual weather patterns experienced during the summer with high winds in the central U.K. and a higher proportion of Northerly and Easterly winds in the Scottish Islands



J blows the fog horn on approach to Orkney



In actuality we spent the summer solving one problem after the other ranging from breakdown of VHF transmission to engine failure and a foresail disintegrating. Between the problems we managed to cruise the North West coast of Scotland and reached the fog bound coast of Orkney only to turn round and head for the visibility of the Outer Hebrides. Our return to Liverpool took us South to Islay and Jura before crossing to Northern Ireland and later Eire before returning to North Wales via the Isle of Man before our final push along the coast to Liverpool

Closer to home – North Wales and Irish Sea coasts

Renaissance
Irene and Don Campbell
Area Liverpool North Wales and Anglesey
Coasts

Our picaresque perigrinations began this year tagged on to an LYC convoy to the Holyhead Regatta, having sorted the Webasto and slapping a band-aid on the diesel tank. Half way across the Dee Estuary we changed our minds and headed for Conwy in the hope of getting some more work done. The trip over was a breeze, wafting along at 2 knots, in full sunshine trying not to arrive too early. As we know, that is quite a challenge, so we also had to pass the time tacking up and down in the Bay. We had been feeling blessed already with an unexpected pleasant passage weatherwise. Confirmation of a state of grace came out of the blue; we became aware that there were dolphins in the Bay, and we were soon surrounded by a pod of between 15-20, jetting along at the bows and breaking the surface with spins and belly flops. What is it about these wonderful, free running creatures that makes the heart leap? We got the camera out and got a few shots- hardly dolphinarium quality- but something with which to remember the experience. We spent the rest of the summer around Anglesey re-learning rusty skills and secretly hoping for a repeat performance, but there was not so much as a limp jellyfish.

Dave replacing
VHF aerial at
Kirkwall, Orkney



Dolphins off Gt. Orme

Uncle Albert

Stephen Williams. Irish Sea

The concept of the Uncle Albert was always to chug along pleasantly and use it as my travelling B & B for racing. This year was no exception with 1,000 litres of fuel used at about 1 litre per mile. I think power boating makes you more aware of the tide not least of all because of the fuel expense in punching it but also because of the wave patterns. The Uncle Albert can literally throw you off the back deck if it takes a mind to in a rolling sea!!

Having spent last winter in Fleetwood doing some fishing my first few practice trips were to Douglas and back. Much shorter from Fleetwood than Liverpool and an easy trip generally easily done in daylight hours. Next a longer trip to Hollywood onwards to Dun Laoghaire leaving the boat there and traveling by train to the regatta at Cork. Home for a while then boat flight back to Dublin and Uncle Albert to Amlwch en route to Fleetwood.

A few more fishing trips and nights across at Piel Island and I've had a wonderful summer. The scariest moments were a seal howling like a dog next to the boat in the early hours moored off Piel Island and running into huge overfalls in the Grange Channel. The best a sunny day in Douglas asleep on the cabin roof.

Now moored in Glasson Dock and thinking about changing those five fuel filters to get ready for 2013.

Folksong, clinker built 1967 Folkboat

Tim Ward

12 to 18 July; 18 to 23 August; 18 to 27 September

Irish Sea

Round trip from Liverpool to Cardigan via Isle of Man

440 miles (380 nautical miles)

A fuller account of this cruise can be found in

Grapevine Winter 2012

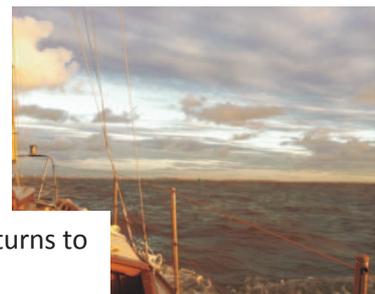
Two tides were noteworthy: fair from the LYC buoy at

New Brighton most of the way to the Isle of Man, and very foul (over four knots northwards for three hours) two miles west of Bardsey Island.

Even at the top of a Spring high tide there are treacherous shallows for miles above the bar at Cardigan, with a snaking route only 1.6 metres deep in places (tracked with help from Andy Farrell and grandson Jesse who came out to meet me in a rib).

I had a rip-roaring sail round the coast to just southwest of Puffin Island, jumping dolphins for half an hour south of the Great Orme, and lovely anchorages at Penrhyn Mawr going south and Aberdaeron Bay coming north, waiting for slack through Bardsey Sound.

A good trip, but Folksong is a very wet boat: on the stretch from Isle of Man to Amlwch waves about four foot came over the stem in buckets, drenching me, and pouring pints through cracks round the hatch into the cabin and on to the bunks and even one foot waves occasionally slopping up and over the port quarter, trying to get down my collar.



Folksong returns to Liverpool

Joyrider J 35

Dave Hardy Sam Mort Distance 200 nautical miles
4 days

The Joyrider delivery trip was tasked to bring Andy Bracken's J35 from Kylemore Quay at the extreme South East corner of Ireland to join the LYC race fleet. We flew out of Liverpool to



Sam at the helm of Joyrider

be picked up by Andy's Uncle who later passed us on to another friend who dropped us at the harbour. Leaving Kylemore we had a pleasant if tiring four days with good wind on day one and two and little after that. Highlights for me were a welcome meal at Arklow provided by the crew of an Irish ketch, surfing round North Stack with wind against tide and following wind. This was followed by a more leisurely progress to Liverpool

Drift Away, Sadler Starlight 39.

Rob and Linda Smout

278 Nautical Miles 10 days afloat

After a false start on Friday June 30th Bob and Linda Smout (Skipper and Crew) followed the racing fleet to the Isle of Man on the next tide in company with Jeff Nelson and Alan Sullivan on Lady Dorothy. The winds had abated overnight but were still fresh from the West.

A great run across to Douglas saw Drift Away arrive just short of 11 hours after leaving the marina which we were happy with.

Having overnighted in the inner harbour we had been unable to make contact with Jeff and Alan (that's another story best told by Jeff!) and we strolled round to the Battery Pier the next morning relieved to find Lady Dorothy alongside.

Having breakfasted on Drift Away we agreed to join forces to continue the rest of the cruise and Lady Dorothy was moored up in the inner harbour whilst we planned our itinerary for the coming week.

We were met with fog the next morning but were assured by the harbourmaster that it was local and would clear once we were away from the coast. Armed with that knowledge we set sail for Ardglass Northern Ireland.

As it turned out the fog didn't lift but the passage turned out to be uneventful, until approaching the coast at Ardglass, and, carefully feeling our way in as we could hear the waves breaking on the rocks (but still couldn't see them) which was a little unnerving, we happened across a small bright yellow rowing boat with two fisherman aboard who cheerfully hailed us and advised us that the entrance to the marina was some 200 yards to the South.

We found the entrance and slid in to a vacant berth somewhat relieved to have found terra firma (in a controlled fashion).

The next day the weather conspired against us (again) and heavy fog and swell kept us in the marina, which left time for a little local sightseeing.

Back across to the Isle of Man to Peel and a night spent on a mooring outside the harbour as we had missed the flapgate. A few drinks, a stunning sunset and Jeff's LYC quiz kept us entertained for the evening.

On to Port St Mary and an overnight stop against the harbour wall and a run ashore to Port Erin and Castletown for some 'refreshment'.

A 'lively' beat Back to Douglas harbour to collect Lady Dorothy and to wait to see if we would be able to leave at midnight, as planned, to return to Liverpool. The harbourmaster advised that the wind was more sevens than sixes so we waited..... and hoped.....

By 2300 hours the wind had abated and we decided that we could leave as planned. Lady Dorothy with Jeff and Alan left shortly after midnight with Drift Away following behind an hour or so later. Sailing under jib alone whilst dark Drift Away made less boat speed than planned and the Spring Tide further hampered our progress. With the help of the 'iron sail' we made it back to Liverpool and made the lock with an hour to spare.

Dreamtime

Jerry Turnbull and crew Area: Irish Sea/South Wales

Miles: 300 Days afloat: 10

Summary: Our plans were to cruise south to the Scilly Islands with a crew of five from our home berth at Victoria Dock in Caernarfon. We had a beautiful start with great weather down to Milford Haven via stops in Porth Dinllaen and Fishguard. Then a sustained period of southerly gales set in so we could not get further south, and so spent five days inshore cruising in Milford Haven, 2 nights in Neyland marina and 3 nights on a mooring at Lawrenny Yacht Station. Turned out to be a relaxing sheltered cruising location and well worth the visit. The weather then broke and we had a good run back via Fishguard, with a lively passage through Jack Sound with a following southerly swell. All in all great summer cruise. The Scillies are still on the list.

Alan Sullivan personal report

Two charter boats , She Fever and Lady Dorothy

A fuller report can be seen elsewhere in Grapevine

Accompanied variously by Steve Davis Moira Reid , Rob Smout Jeff Nelson

Mileage difficult to total but approximately 1500 NM

Four separate cruises in U.K. waters reported by Alan Sullivan. A charter from Ardfern through the Irish Sea to Isle of Man , Anglesey and Dublin before returning to Ardfern . Then two trips accompanying the Liverpool race fleet to Holyhead regatta and then the Isle of Man midnight race followed by another charter from Cornwall to the Channel Islands .

Lady Dorothy

Sailing activity for Lady Dorothy, a Hunter Horizon 30, has been severely restricted this

year due to maintenance problems. However, she has been out with the race fleet in Amlwch with the race fleet in Gulmarren , and She Fever with the race fleet in Amlwch programme.



First was the trip to Hilbre, for which I was a guest on La Moo. This was well supported so early in the season. Despite the cold weather we had eight boats joining in for the 30 mile round trip, returning to Liverpool on the incoming tide. One boat chose to sit on the sandbank waiting for the tide to turn.

Next was a trip to Conwy, about 80 miles round trip. This saw four boats anchoring near the fairway buoy awaiting sufficient water to enter the river channel just as night closed in. I was a guest on Elandra for this trip. One boat stayed on in Conwy for outstanding maintenance, while the rest returned to Liverpool the next day.

Holyhead was the next destination, to join up with the Holyhead Regatta. This time on She Fever, with Steve Davies and Alan Sullivan, we set off in brisk conditions with a forecast of strong winds later. We thought we would be in Holyhead before it hit, but ended up arriving at 3am in a 30knot following wind. It got quite exciting. I was unable to return with the boat as my wife Pat was taken into hospital for emergency surgery so I had to jump the train back to Liverpool. So this trip chalked up about 90 miles for me.

Two weeks later was the Midnight Race, with a planned cruise in parallel. This time Lady Dorothy made it out, with me and Alan Sullivan on board. The earlier severe weather, which threatened to delay the race start, had ameliorated by the Saturday morning when we set off. The weather had created some uncertainty about the cruise, so six boats ended up setting off at various times. Four of the boats returned

with the race fleet on Sunday, but Lady Dorothy and Drift Away wanted to do the leg to Ardglass.

Crew strength and weather conditions dictated that we should join forces with Rob and Linda on Drift Away, so, leaving Lady Dorothy in Douglas, we set off. Ardglass is a good choice because it can be entered in any weather and any state of tide.

Returning via Peel, where we did that night's LYC Quiz on the mooring, then Port St Mary, we found our way back to Douglas just in time to pick up Lady Dorothy before the barrier closed.

So on this trip it was about 130miles for Lady Dorothy, and approx. Another 100 for me. The weather had been varied and stimulating.

Following that, of course, was the Commodore's Cruise to Eastham, for which I crewed on Gullmaren. This was a highlight of the season. I think the club should campaign for a gate in the railings between boat and pub.

So it looks like that totals about 450 miles for me, as a boating floozie for this season, but looking forward to renewing a faithful relationship with Lady Dorothy.

Kent 27 G Designer Ian Hannay

Russell Cummings

In addition to crewing bonnie Kate on the Scottish Coast Russell, formerly our cruising captain, has bought a new boat which he is keeping on the Norfolk Broads at near St Olaves on the River Waveney. The boat a deck saloon motor sailor, the deck salon configuration gives

good standing head room and a good view out from the saloon seating position and with the cockpit cover totally up an inside steering position. There is still much work to do on the boat so cruising reports on the Broads will have to wait until next season



-ooOoo-

April Goes South.

Vinny , our rear commodore, decided that he would desert British shores and cruise France. His passage plan is notes down below and as will soon become clear he decided on an unusual although not unique route to his chosen port

A funny thing happened on the way to the Forum,(sorry France). In April with April, Wind and more Wind, Southerly's, May went and June was not much better, remember The Isle of Man Race, contract at the Marina finished, April about to be evicted. Not to be deterred By the weather and being the eternal optimist I serviced April from top to bottom, put new life jackets on board with fully serviced life raft. Wallet now empty, and boat still in the Marina. Like the Donkey in the ING advert, Depressed, ate me carrot and pondered me navel. And Grumped.

Inspiration or desperation, there are no gale force warnings on the M6,

Sealand Boat Services and Andrew, Wot a guy, speaks French and knows everybody. Monday the 2nd of July phone call to Sealand, Tuesday morning April in the slings and mast down, Wagon underneath and by 2pm she was on her way to France. Trumpets sounded and wallet In FREE FALL. Seven years since we sailed her from France to England and it took a week,

NO WIND!!!!!!!!!!!!!!!!!!!!!!.

Now on her way down the M6 to Portsmouth, Wednesday on the ferry, and myself on the boat to San Malo Wednesday night. No cabins all taken due to the Classic Car Rally in Le Mans lovely. Thursday 5th July, 11.30 am, worn out and driving across France to the River Villian and La Roch Bernard, Mobile phone rings, it's the driver, where are you? he cries, your boat is ready to be lifted into the water. Foot hard down, picked up Dave Unthank from Rieux and to La Roch Bernard At full speed.

April was there before me, boat, wagon and lead vehicle, Convoy Exceptional.

Now April was back home and the next day she was on a berth in the village of Rieux.

Since then we have had lots of fun on her, a week of fun and wine with Sue and Dave Unthank, Sue and Stuart Lofthouse and myself and Sue, Bastille day July 14th, me necks still sore j Now to learn French, rouge, beer, blanc, pom Frites, easy peasy.

Did April leave the jetty that week, no chance, Sunshine and relaxation was the order of the day ... or week.

Now she is moored in Redon for the winter, in front of the French Bakery shop (which I can't spell) 50 meters to wonderful breads and CAKES.

Can't wait to go back

Vinny

-ooOoo-