

BAVARIA

OWNERS' ASSOCIATION

2018/19
YEARBOOK

A Message from the Commodore...

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By the time you read this, the 2018 sailing season will be well underway.

One of the unforeseen consequences of changing the membership year from 1st Jan to 1st April, has been that we can't get a full set of membership information together until the beginning of May, meaning that the yearbook is a bit later getting printed and distributed.

This year, we have some very interesting articles for you to read, including a diary of a UK circumnavigation from a BOA member, and an article about how hurricane Irma has affected the people and businesses of the BVI, one of the most popular sailing holiday destinations in the world, and how one charter company (Horizon) has worked through it all to keep the business running and help the local staff to get back on their feet.

Hopefully you will have seen and used the new website and find it an improvement on the old one (especially for those of you using smartphones and tablets). There will be additional features and functions added over the coming year, so please bear with us if you can't find what you're looking for yet. The use of the website is fairly self-explanatory, however there are a number of pages that are only viewable once you are logged in.

The system will have created and emailed you a randomly-generated password which you must use to gain access initially, but you can then change this to something you're more likely to remember (but please don't change it to PASSWORD).

The rally list is starting to look quite busy now, and we are promised at least one rally in the South West this year, and hopefully one on the East Coast and a cross-channel rally later in the summer.

We also have a number of members who are off cruising, and hope to bring you some updates from them in the forthcoming e-magazines.

Have a great summer, and fair winds to you all.

Bob Clements (sy Island Alchemy)
Commodore

Committee Members

Roles and Responsibilities

Commodore:

- Promotes, attends and supports BOA activities, & chairs committee meetings.

Vice Commodore:

- Acts as deputy for the Commodore & attends and supports activities on the Commodore's behalf when appropriate.

Rear Commodore House:

- Responsible for merchandise range & supply, insurance and RYA Affiliation.
- Updates the membership database, produces membership cards, assembles & sends out membership packs, conducts the renewal process and creates the members' web list.

Rear Commodore Cruising:

- Responsible for overseeing the Rally Programme for sailboats.

Clipper Marine Liaison Representative:

- Acts as liaison between the BOA and Clipper Marine, sharing & promoting information of benefit to both organisations.

Hon. Treasurer:

- Maintains the cashbook and balances it at the end of the financial year, including receipts for all new memberships and merchandise, together with any expenditure. Pays in any cheques received and reconciles the Paypal account into the cashbook. Pays expenses and presents invoices. Keeps abreast of financial legislation and recommendations.

Hon. Secretary:

- Correspondence contact for the Association, responsible for calling and recording the Committee meetings, issuing Agendas and preparing Minutes.

Communications (Editor of e-magazines and YearBook):

- Receives copy from members and advertisers, edits and formats the same for the Yearbook and e-magazines.

Communications (Webmaster):

- Looks after the BOA website, including adding event information and booking forms, on behalf of the committee and members of the BOA. Manages the hosting of the site, oversees the forum, and helps members with enquiries regarding website problems (mainly lost passwords).

Past Commodore:

- Supports the incoming Commodore and Vice-Commodore in taking up their new roles, and facilitates continuity of policy and practice in the running of the Association.

A Guide to Organising a Rally

Organising a rally can be great fun, very rewarding and an opportunity to meet new, like-minded people. So why not organise one in your area? A rally doesn't have to be anything complicated; it's simply a means to get people together with the objective to have fun. Sometimes it only involves a few boats, that doesn't matter.

As a rally organiser, you can claim a refund of your berthing fee if the rally is organised away from your home berth/marina. Simply let the Rear Commodore (Cruising) know.

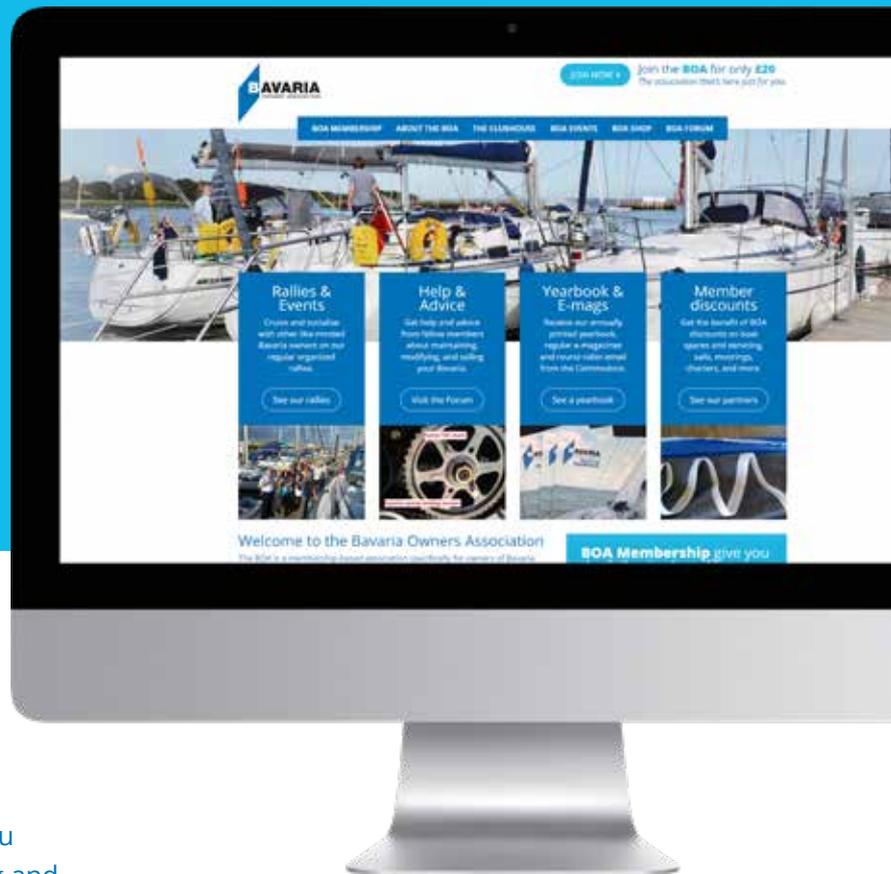
- Before choosing the date for the rally, consider tide tables for efficient passage making and entry/exit to and from the proposed destination.
 - Check availability for the venue(s) and make a provisional booking; 15 boats and 40 people are the default numbers to book (maybe less for some venues); tell the marina operator that you will confirm the numbers etc. a couple of days before the event; if a booking deposit is required, liaise with the Treasurer to obtain the funds. Don't commit your own money. Ensure the deposit is refundable in the event of cancellations and that the deposit money is then recovered from members attending the rally.
 - Confirm the dates with the Rear Commodore (Cruising) as soon as you can in the New Year. Prepare a Rally Notice at least 2 months before the event and send it to the Rear Commodore (Cruising) and the Webmaster for publication. Include the caveat regarding safety and Skipper's responsibility (see the pro-forma).
 - Most members now book rallies via the online booking form so remember to confirm their booking when received. Make a list of applicants, boat name and length, skipper's name and contact phone numbers together with any menu choices (if applicable).
 - If bookings are low one month before the event, DON'T PANIC. Lots of members wait until the last minute before booking. Advise the Rear Commodore (Cruising) and the Webmaster if appropriate so that additional publicity can be given.
 - During the last 2 weeks prior to the event, send an Email to all participants giving the list of boats and crew expected and any other info they might find helpful. A couple of days before the event, send a list of boats and their lengths to the marina; also advise the restaurant (if applicable) of the final headcount and menu choices.
- Invite one of the participating boats to be your Deputy and check they will be arriving early enough to help!
 - Keep an eye on the weather forecast. If you have any concerns, discuss options with the Rear Commodore (Cruising) or any Committee member attending. As a guide, if the wind is likely to be force 6 or above, the event should be cancelled. Email attendees to advise them that a final decision will be made the evening before. If the event is cancelled, everyone should be informed ASAP by telephone.
 - On the day, arrive in plenty of time so you can organise berthing and meet/greet all participants with your Helper. If this means arriving a day early, the additional berthing fee will also be reimbursed.
 - Many rallies feature a "drinks & nibbles" get-together on or near the rally boats but you are under no obligation to do this; if you do elect to organise one, remind participants in your final pre-rally communication that they need to bring glasses, drinks, nibbles or whatever with them.
 - Remember to keep a record of the menu choices when selected in advance and take it with you to the restaurant; this will help with the inevitable loss of memory that seems to afflict participants on the night
 - If the restaurant expects a single payment, ensure all diners have paid (cheques made payable to Bavaria Owners Association) and that a cheque book and signatory will be available in the restaurant to settle the bill. If no signatory is available pay by credit card and submit the invoice to the Treasurer for settlement. Expenses can normally be settled by electronic bank transfer within 24 hours of receiving the "Receipt"
 - Once everyone has arrived, relax and enjoy the party!

These are guidelines only and if you have any questions or queries feel free to contact any member of the committee via the committee web page.



New BOA Website

At last! The new BOA website has arrived to bring us into the 21st Century. There are a few key changes from the old website in terms of the way it works, so here are a few hints and tips for you.



Member Directory

This online directory lists all current BOA members, showing boat name, owners name, boat model, and location.

If you want to search for boats in your area, you can either click on the location column heading and the list will re-sort by location in alphabetical order, or you can type a location (such as "hamble") into the search box, and it will show you all entries with that text string in them.

If you see a boat and want to know if they are BOA members, simply start typing the boat name into the search box and see if they are listed.

Forum

You now do not need to be logged into the website before you can use the forum. If you are a long-standing BOA member, your forum login details have not changed from the old website, so just login as you did before and post away!

We have added a new section to the forum called "Manuals and Documentation". This is where we can all upload any manuals and instructions that might help other members. We already have a number of boat manuals, engine manuals, rigging manuals, etc. on there, and if you have any manuals in pdf format, please to upload them and share them with the community.

Blog

The new website has a blog, where we will post anything that we think is of interest to the members, including forthcoming rallies, rally reports, changes to the committee, etc.

Instagram feed

Yes, we now have an Instagram account! If you want to submit photos, our handle is @bavariaownersassociation.

Supplier discounts

As an additional feature to the new website, we have introduced a BOA member discounts section. In here you will find suppliers who give BOA members a discount (usually on production of a current yearbook). If you know of any suppliers who might like to take part, tell them to contact webmaster@bavariaowners.co.uk and we can add them to the list (it costs them nothing and is a bit of extra free advertising for them).

Life After Irma



In September last year, one of the strongest hurricanes in recent times blasted through the Caribbean, virtually flattening the little coral island of Barbuda, and causing mass destruction in the BVIs, arguably one of the best and most popular charter destinations in the world.

Our friends at the Horizon Yacht Charters base in Nanny Cay, Tortola give us an overview of the re-building that's been going on since the hurricane and what the BVI's is like today.

Greetings from Horizon Yacht Charters in the beautiful British Virgin Islands! As many readers may already know, Hurricanes Irma and Maria dealt the charter industry in the BVIs a substantial blow back in September 2017. But through the tenacity of the residents and businesses, they have banded together and rebuilt the islands into the beautiful destination that many call a "sailor's paradise."

One of our three charter bases is located in Nanny Cay on the island of Tortola in the BVI and was severely impacted by Irma. Despite limited communications, power and water, we reopened our offices immediately and began the rebuilding process. First, we secured the well-being of all employees,

family and friends on the island and next we began the painstaking process of inspecting each yacht at the base and communicating to owners and charter guests.

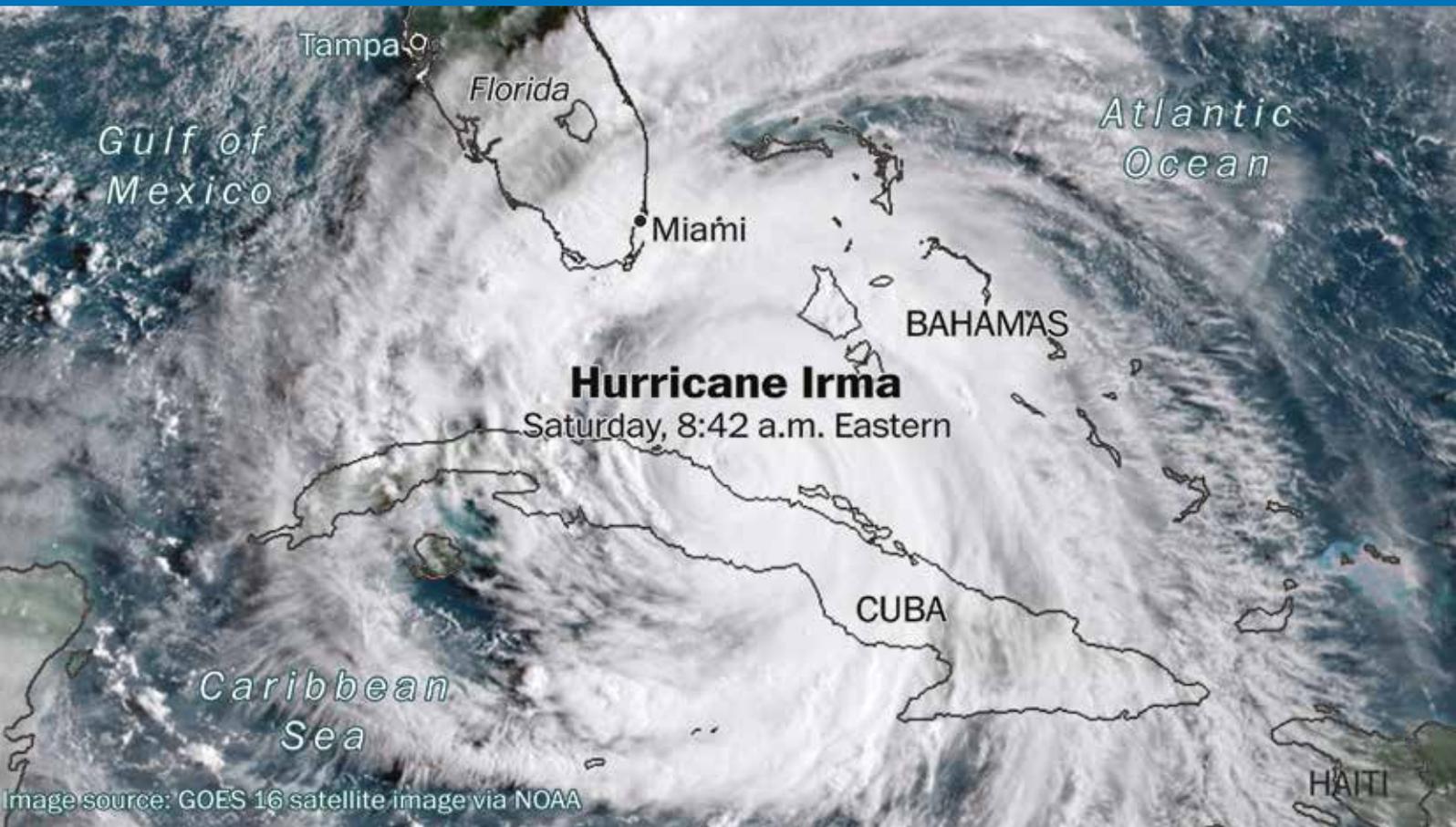
The process of rebuilding the fleet was the next step in our recovery. We had on order 6 new yachts to add to our BVI fleet including with a Saba 50 catamaran, a Bavaria Cruiser 46, two Bavaria Cruiser 41s, a Bavaria Cruiser 37, and two Helia 44 catamarans. By October 2017, we were also repairing 18 of our existing yachts to go back into charter service, and with more brand-new yachts joining us in the near future, we will have an expected fleet for the 2018/19 season of 25-30 yachts.



This officially re-opened our base at Nanny Cay Marina full-time in November, and charters resumed by Christmas of 2017. We are now fully operational again in our BVI base, and all services are back to normal thanks to the efforts of our team, the marina staff, and the locals. Our bases in St Vincent and Grenada were completely unaffected by the hurricane season and are busier than ever as some of our BVI clients relocated their charters further south.



Life After Irma



Helping Hands and Hearts

Just days after the storms hit, Sylvia Driver, one of the Directors of Horizon Yacht Charters, created an online fundraiser to help our staff. With donations far and wide, she helped to raise almost \$50,000 to purchase generators and other basic necessities.

The islands are full of big-hearted folks, and Horizon Yacht Charters is proud to say that many of our charter guests have some of the largest. At the end of November, a container packed full of household items for our staff was shipped to Tortola thanks to Patrick Festing-Smith, a 30-year visitor to the BVI and owner of NANUK (one of the boats in our fleet). Shocked by the devastation caused by Irma, Patrick decided to “stop looking at the damage and try and help these poor people. Some of whom I have known for decades and have now lost everything.”

Patrick was able to line up Ed Robertson of Barenaked Ladies, who has sailed on NANUK three times in the BVI; music producer and performer Danny Michel, who has also sailed with Patrick; Ron MacLean, longtime TV host of Hockey Night-In Canada; and Jim Cuddy of Blue Rodeo. They all joined forces to put on a wonderful event focused

on raising funds for the people of the BVI.

With Patrick’s help and the generosity of strangers, the event raised a total of \$55,000. Those funds went to the purchase of much needed items for the local Horizon staff.

BVI After the Storm

It’s lovely to see how hopeful and positive everyone is for the future; people take the time to smile, chat and generally a caring spirit is very prevalent in all walks of life. Horizon Yacht Charters BVI has been in business in these islands since 1998, and we feel that this season is like stepping back in time. If you chartered in the BVI two decades ago, you may remember the quiet anchorages, so we know you are going to love the vintage BVI. The mooring balls are still there but gone is the race to get to them at the end of the day.

The hills are now lush and green again, with many beaches on the outer islands as beautiful as ever. There has been a lot of work done to ensure that our environment returns to its pristine state, and the beaches and waters are safe for everyone to enjoy. The famous Wreck of the Rhone commemorated its 150th

Anniversary recently, and divers were surprised and pleased to see how little it was affected by the storms.

One by one the restaurants and bars have reopened their doors, first to feed the many volunteers and residents who worked day and night to rebuild the island, and then to feed the much-welcomed visitors. As soon as shipments started to arrive, supermarkets, bars and restaurants began to come alive. Visitors should be happy to know that flights into each of Beef Island, Tortola (EIS) and St Thomas (STT), as well as the ferries, are now all running well.

Nanny Cay Marina Update

As Horizon Yacht Charters is based out of Nanny Cay Marina, Tortola, we have kept a close eye on the progress being made. As of the end of March 2018, 60 new docks in the outer marina are close to completion. They are finalizing the addition of water and electricity to these docks and once completed, they will have 100 docks in the outer marina with 60 available for short and long-term dockage.

Their goal is to have the inner marina fully operational by November, with phased roll out of docks and services between now and then.

Come Visit the BVI's

Charter businesses are operating, the beaches, bars and restaurants are thriving, tradewinds are constant and the water is as beautiful as ever, so you can be confident that a charter with Horizon Yacht Charters in the BVI for your next holiday won't disappoint, and don't forget that BOA members get a 10% discount!



Quote from a recent charter January 11, 2018

Horizon Yacht Charters prides itself on our returning charter guests. One such guest, John d'Arbeloff, wrote us about his recent charter:

"I wanted to share our experience of sailing the BVI from Dec 30th to the 8th of Jan. Having been sailing in the BVI for over 20 years, I must admit I was a bit apprehensive as to what the condition of the islands were in after the 2 big hurricanes and what would peoples' spirits be like when we arrived.

One word – FANTASTIC!!!! Incredible weather, beautiful turquoise blue crystal-clear waters, mind-blowing sunsets and a warmth among the community like I have never witnessed before. There is something magical about these islands, something that draws warmth and love. Norman's (Pirates Bight) rocked on New Year's Eve! Nanny Cay Beach Bar is crazy fun as usual, the Baths are perfect and not very crowded! Cow Wreck Beach and Belles beach bar on Anegada is simply gorgeous as always. Soggy Dollar and Foxy's are back and all the fun is still there, and the diving never ceases to amaze me. Yes, there is some rebuilding going on and some areas are better than others, but the green hills are back, the wind blows steady and the spirit is very much alive. My advice, come back to the BVI – the BVI is VERY much alive!"



Uh... oh, it's all gone quiet!

There is no better feeling for a yachtsmen or women, then the feeling you get when you kill the engine and the gargle of exhaust fumes is replaced with gentle sound of waves lapping at your bow. It is such a feeling of release and freedom that it is difficult to put into words. Of course, conversely, the worst feeling is the moment when you lower your main, furl in your genoa, turn the start key, press the start button for your trusty Volvo and... nothing happens. Your engine is dead.



What to do now? You don't know or you don't have the experience / skill set to sail your beloved boat onto your mooring, your heart sinks and your thoughts may rewind to the start of the season, when you had the opportunity to service your engine but chose not to. For whatever reason, your choice back then has come back to throw the fear of god into you. Of course, even with the best intentions and a strict service regime, this sort of thing can happen. However, keeping your boat well maintained and specifically having it regularly serviced, can significantly reduce the risk of this happening.

Although diesel engines used to be designed to run on any kind of dirty or degraded rubbish fuel that could be found, nowadays, with ultra-high pressure common rails, and super-fine injector nozzles, they are sensitive little beasts which need the very best of care.

Your engine oil will deteriorate from sooty carbonised deposits, so much that you should be changing the oil every 100-125hrs and only use reputable oil which meets the manufacturers specification.

The internal components of your fuel system are notoriously sensitive to moisture, most of which comes from condensation in your tank, so keep your tank topped up, particularly over the winter. You may get some water in the fuel from filling up also. This is unavoidable but try to use reputable fuel stations.

The fuel filter is designed to filter fuel, not water, and water can clog up the fuel filter making it useless at filtering fuel. Water can also degrade the filter, allowing microscopic particles or fibres to flow through to your diesel pump and injectors, so keep water out and only use oil and fuel filters which are the same if not better than OEM.

If you see water in your fuel filter glass bowl, don't panic. This is common and does not mean your whole engine is in danger. That is what the glass bowl does, it separates the water from the fuel, so if you see some water in there, just drain it out until

the bowl is full of fuel again. Measure the amount of water which comes out of the glass bowl, then keep the values plotted on a chart, as plotting the points over time can tell you if you have an inherent issue.

If the plot increases then the problem is getting worse, and needs sorting out PDQ. If it stays the same then it is not getting worse and is probably just a matter of condensation or a slight seal leak somewhere, if the plot declines, then things are getting better (maybe you didn't put the filler cap on fully last time). If the water is above the glass bowl and you cannot see any fuel, then you really need to get the whole system checked and serviced immediately.

The engine also needs coolant, as without coolant it will overheat, seize, or blow a head gasket, therefore you should check your water pump impellor every month. It should have an access plate for easy inspection. Look for cracked, tired or dry looking blades. If you find blades missing then replace the impellor immediately and try to locate the missing pieces, they can get sucked through the system and cause a blockage further down the line. Also check when your heat exchanger was last serviced, if you don't know, then get it done. This can very easily become chocked with salty deposits and block up. You cannot tell if it is blocked until the engine overheats and a problem occurs.

So maintain it or mangle it.....it's your choice, but help is at hand with a new service from www.boataid.co.uk. Once you register on the website, you can setup your own maintenance schedules and log (ticking a box for annual maintenance jobs). You can also browse the traders on the site using any device, even your mobile phone. If you have work to do and need a professional to help, then one email through the website, goes to as all the tradesman and providers in the category you chose. Then all you have to do is sit back and wait for the tradesman to come directly back to you with their quotes. It's that simple.

So the next time your bobbing along pondering those maintenance jobs and wondering how much, how long, when and where, log into www.boataid.co.uk and get your maintenance schedules and costs under control.

Recommended Maintenance Tasks

Annually

- Service engine (change engine oil & oil filter, fuel filters, raw water impellor, alternator belt)
- Lift, scrub, and antifoul (check thru-hull fittings and sea cocks, check rudder bearing)
- Check standing rigging for faults such as broken wire strands and cracks in fittings
- Check sails and repair any cuts, tears, broken stitching, pulled eyelets, etc.
- Clean, polish & wax topsides

Other items

- Remove, check & clean heat exchanger core
- Replace cambelt (on OHC engines) – every 5 years
- Standing rigging replacement – recommended every 10 years
- Rudder bearing replacement – when the steering starts getting stiff
- Replace thru-hull fittings and sea cocks (dependent on material – DTZ every 5 years)



My UK Circumnavigation Adventure

By Steve Bodsworth



On May 1st last year, BOA member, Steve Bodsworth, left Port Solent in Portsmouth on an adventure to sail around the UK via the Caledonian Canal. This is the story of his cruise along with snippets and images taken from his Facebook posts.

Planting a seed

The idea has been there for a few years now, "Taking CaSam our 32 Cruiser to the sunshine".... The Med is calling! But I had never really been able to spend any length of time on board due to family and work commitment. Well mid 2014 the work thing came to a close and with both "kids" now based at their respective universities all of a sudden the whole time and constraints barriers seem to disappear!

But the Med though... a big commitment to jump straight into. Procrastination set in and time was filled by all of those jobs that you never seemed to get around to whilst work kept getting in the way. It was a year later that my wanderlust returned, the Med still a long way off, so what could I do first? A UK circumnavigation? – An adventure whilst keeping the option of mooring up and jumping on a train for a homely respite if needed, that's it, that's the plan!

Nurturing the idea

I remember reading Ellen MacArthur's book, "Taking on the world" in 2002, inspired by the art of the possible. I always thought that her first adventure of the UK circumnavigation was amazing although perhaps a bit curtailed, cutting through the Caledonian canal instead of "going over the top"?

So what should I do? A real circle or the shortened one? Both routes have their advantages and disadvantages, it ended up heart over the head though and my long time desire to sail down Loch Ness won over...Oooo I wondered if I could spot Nessie!

Scoping out the prospect / potential

The early stages needed me to get past the emotion of the trip and really look at whether there was any potential to make it happen. My list of question grew daily until I got to the point that I needed to find some answers in order to make sense of it all, at the end of the day, this was going to be easy wasn't it? A simple extension of day sailing / coastal cruising over an extended period? ... Yes of course I could do it!



Work gets in the way

Would you believe it? November 2015, not only bought along it's annual birthday anniversary for me but also an unmissable opportunity to complete a short-term project with an old friend who was on a mission to revolutionise a market that had been untouched for decades, the challenge was too tempting, my sailing plans were back on ice...Looks like 2016 will be out, 2017 maybe?

The project completed mid summer 2016 which I felt was a little late to embark on my trip. All of the weather plans pointed to a May and June trip to maximise daylight hours and minimise exposure to really foul weather and the feeding frenzies of the bugs through the canal. 2017 it is then!

Preparing the boat

I always thought that CaSam was well set up and particularly well specified from new.... There were not many tick boxes left unmarked that September afternoon at the Southampton boat show! So in order to prepare for the adventure I found that only small further additions were required, from a decent kedge anchor and a good sized fender board, a new smaller tender more easily handled by one or two, an up rated 240v inverter and of course a full service of EVERYTHING!

My wife Faith also talked me into splashing out on a full cockpit enclosure, just in case the weather was not so nice and I was storm bound somewhere – an investment that proved to be well founded and certainly helped the “Cabin Fever” on a number of occasions later!

Meeting the crew

Right from the early stages of planning the trip Faith was clear that she still had too much “to do” so would not be making the trip. She would be my land based lookout – always there for news and weather and for reporting me missing if I didn't check in!

I didn't fancy an extended solo trip and I thought that there must be other like minded souls out there so on January the first 2017 I registered an advert on “Crew seekers” website to see what the level of interest was – I was amazed! From fender kicker wannabe sailors to full time professional skippers selling their wares and every level in between.

I replied to each of them and shortlisted the most likely candidates. After several emails and telephone conversations, Joe from Hartlepool seemed to be the best fit so we planned to meet up and have a weekend on the boat in the Solent to see if we gelled.

Despite horrific weather in the Solent that weekend and spending most of the time in the pub pouring over charts, pilot guides and almanacs, we agreed that we would cast off our lines on The first of May....hopefully not a prophetic date!

Planning, planning and more planning

March and April was filled with planning and purchasing. Additional charts to cover the whole of the trip, extra safety gear and the fridge decided to give up the ghost merely a week before the off.

UK Circumnavigation **The Legs**

1st May, Portsmouth – Brighton



We fuelled up CaSam on the Sunday night in readiness for an early get away the following morning. Returned to our berth and Joe secured the shore lines. It was a quick trip to eat out and then our heads went down for a restless few hours.

04:30 Shipping Forecast –“ Selsey Bill to Lyme Regis, Cyclonic F5-F7 increasing F8 later. North Foreland to Selsey Bill, South F5-F7. F8 later backing F5-F6. Occasional Rain, Sea state Moderate to Rough”

Not the start that we had hoped for. Was there really something in that date? Full of bravado and in the knowledge of missing this weather window would leave us in port for another three or four days we agreed to try and get out in front of the storm and make a dash for Brighton. At just 48nm we should be there in around ten hours tucked up nicely before it gets too tricky?

Slipping our lines at 06:30 I gently engaged reverse. CaSam gracefully eased out of her berth and then came to an abrupt stop! “Ooops” Joe had left a line ashore, good job that no-one else was awake to see us. As we headed out of Portsmouth harbour entrance we got our first glimpse of the true weather, it was going to be lumpy for sure but not bad just yet. The fact that every other vessel was heading in rather than out should have given us a clue.

Nine hours later whilst surfing down the front of a 3 meter swell we arrived at Brighton. The trickiest part was to turn across the swell to enter the chicane of the marina entrance but once inside the bedlam that had been building was suddenly abated and the berthing master was waiting to take our lines. Job done, well part one anyway – time for a “Survival beer” and an agreement that in future we would not venture out if there was a 7 in the forecast!

2nd May, Brighton – Dover



The weather front cleared out through the night leaving day 2 as a windless motor around to Dover. At 8:15:27 we crossed the meridian for the first of four times for the trip, as a Solent sailor it felt strange writing up East in the log.

It was flat calm passing close in on Beachy Head for photos, what a difference a day makes. The rest of the leg was rather uneventful, skirting an active Lydd firing range and a choppy corner at Dungeness, we entered the port of Dover after being granted permission & moored up at 20:40 another 70nm in the log.

3rd May, Dover – Ramsgate



After a bit of a lay-in, we cast off at 09:00 for our planned short trip of just 16nm to Ramsgate. A busy port control held us for over an hour before given permission to leave, an hour that cost us dearly later.

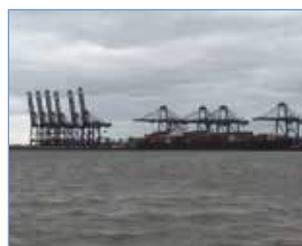
With a Northerly F4-F6, a moderate sea state and rain forecasted this turned out to be our worst leg of the entire trip. With wind over tide the sea state quickly rose to a very uncomfortable 5 meters, (The oncoming waves rose way above CaSam’s boom for much of the journey).

Every time we started to make a little progress the next large roller would slam us back to making no headway. We lolloped along for over three hours abeam of the church spire of Kingsdown, such a soul destroying afternoon. Turning back for Dover was a consideration for much of the day. After eight painful hours we received permission to enter Ramsgate, the pub called loudly.

Weather for the next four days was awful, so after only two days at sea we were stuck in port, yes we had learned a few lessons already. Another that we learned in Ramsgate is that there is a terrible surge within the Marina for six hours on every flood tide. This may have been compounded by the weather but Ramsgate proved to be our most uncomfortable berth of the entire trip.

During day three of our “internment” Elizabeth Star from Commodore Yachting in Gosport, a Bavaria 38 arrived. Bruce the skipper (RYA Instructor who had chartered the boat and a very nice guy) told us how he was also doing a circumnavigation. He had planned on leaving Portsmouth at the same time as us but had stayed due to the weather. He had then made the trip in one hop to catch up on some time, his crew did look like they were grateful for the respite though!

7th May, Ramsgate – Harwich



On an improving forecast we cast off from Ramsgate on the 7/5/2017. We couldn't fault the friendliness of the marina team but the six hours of peace followed by six hours of the bucking bronco ride were not to be missed.

After rounding North Foreland we made swift progress across the Thames estuary threading through the sandbanks and wind farms, often accompanied by playful seals.

Entering the Orwell between the ports of Harwich and Felixtowe felt similar to being back on Southampton water. Giant metal framed cranes loomed over the water like dinosaurs meeting at the watering hole at dusk. Passing close by the two redundant light vessels that lay at anchor we entered the lock into the peaceful Shotley Marina after 50nm and nine hours at sea.

8th May, Harwich – Lowestoft (Via Southwold)



After twelve hours rest we were soon back out to sea. This time we knew that the short hop was going to be a tough and long one. With another Northerly F6 for the day once we rounded Orford Ness it would turn nasty again. The mid range forecast was improving though, so fingers crossed for later in the week.

20nm and six hours into the leg we was making very slow progress into a lumpy sea. The security vessels off Sizewell nuclear facility shadowed us for three hours, they must have thought that we were mad. An “on the fly” judgement was made as the tide began to turn to take a break and seek solace up the river Blyth. The charts show it as very shallow but a call to the harbour master assured us of entry and exit times and informed us of a new pontoon that had just been put in, dredged to 2m, it sounded too good to miss.

After gingerly sounding our way up river we moored as the only boat on the new pontoon on the Southerly side of the river. It was on a rising tide and the sounder gave us 0.4m under the keel. We retired to the Harbour Inn. Bearing in mind just how shallow the river appeared to be, it was interesting to see a tide mark on the outside of the Inn 0.5m above the door where the tide rose to in 1953. Food not alcohol was on the agenda as there was still a niggle in the back of my mind over our draught. We returned to CaSam bang on high water. To satisfy my niggle I checked the sounder, we had 1.1m under us. With a fall of 1.7m expected I decided that we would not be staying the night!

Entering Lowestoft just before 01:00 feeling rather tired, a fresh F5 north easterly made finding the channel a challenge but the reward of the RNSYC marina awaited.

Lowestoft – Gt Yarmouth



We had been advised to miss out Great Yarmouth prior to our trip as “The scourge of the Earth”. We chose to ignore this for one reason alone and that was to help us with the tidal corner around Cromer for the next leg, the 11nm closer would certainly help out because timing would be critical for Wells-Next-Sea.

It was our first time mooring up against the quay wall and so deployed the fender board and had a “drive by” just to check on the tidal flow out of the river. Happy with my plan I ferry glided CaSam alongside, holding her in place against the current whilst our mid and bow lines were secured. Once done so our stern line followed.

Long bow and stern lines is the key to allow enough rise and fall of the tide but also to keep a relevant position, again something that we used extensively through the canals and other small harbours.

We found Great Yarmouth probably one of the least yachtie-hospitable places. No services despite the almanac saying there was. I’m sure that if they put in a floating pontoon and had a shower block that they would generate a good income for the town. That said. A nice meal and a couple of pints and a walk along the sea front, who could ask for more?

10th May, Gt Yarmouth –Wells next to the Sea



This leg proved to be the best one to date of the trip. A gentle motor-sail with a SE F3 following us. Under normal circumstances I would have rested the donkey and settled in for a peaceful cruise but the tidal gate to enter Wells loomed so we had to press on.

Arriving slightly early we had a short wait outside of the harbour entrance for enough water to allow us to enter. The fairway wiggled its way back and forth into the harbour like a sand eel across the seabed.

Safely tied alongside the rather new floating facilities we were joined by a small group from the Medway Yacht Club. CaSam was joined by two of her siblings, a 33 Cruiser and a brand new 34 both of which were also circumnavigating – small world!

11th May, Wells next to the Sea – Grimsby



An early departure on the ebb tide the following day left the other skippers fast asleep after wining and dining the previous evening.

An absolutely cracking broad reach across the Wash knocked off a couple of hours from our planned arrival time meaning that we arrived literally as the dock gates opened to allow us access to Meridian Marina.

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Here we met up with a group of people from the Humber Cruising Association. They were just about to lock up their bar and head off home when we arrived. Instead they stayed open and welcomed us in.

Not only did they join us for a couple of cold ones and regale us with local info and the depressing news of just how cheap their moorings were, (less than £1000 a year for a forty footer!) But one also drove us off to the best chippy in town for a welcome fish and chip dinner. Thank-you guys!

11th May, Grimsby – Hartlepool



Leaving at 08:10 we knew that the next leg was going to be possibly the longest of the trip. The NE coast lacks somewhat in easily accessible refuges for fin keelers. With wind forecast from NE we were again to be heading straight into it and for just over 105nm.

Fog added to the experience of this leg and CaSam's radar certainly earned its keep. The wind farm to the East of Withernsea was totally invisible to the naked eye until we got within 300m but the radar helped us to beat across the rhumb line in safety.

Flamborough head was always going to be a tidal pinch point and so it proved on a leg of this length with our SOG down to 1.9kts we just had to chill and admire the sheer cliff scenery of this part of the coast.

In our planning sessions we had looked at both Scarborough and Whitby as ports of call. Scarborough with little more than 1m at low water and Whitby with access HW+/-2 ruled them both out due to their restrictions.

The night that followed sunset was the darkest that I can remember since spending a night on a teambuilding exercise on Dartmoor. Being just a day after spring tide there was no moon visible at all. It was literally pitch black, the coast line was barren of any light to the point that you would not have know that you was on a coastal passage if not for the plotter. The boat also took on a strange movement and helming was an act of faith and feel.

An hour before sunrise and with a lightening of the sky in the East we made landfall at Hartlepool. During locking in to the Marina Joe took great pleasure educating me on the history of Hartlepool and the locals often referred to detrimentally as "Monkey Hangers", or as Joe would pronounce "Munkie Angers". A story dating back to the 19th Century during the Napoleonic wars, the lock keeper did not appear to be as amused.

14th May, Hartlepool – Amble



After a full 24 hours break, a spot of victualling at the conveniently placed supermarket and a visit from Joe's wife, (Well we were the closest to his home for the entire trip after all) it was soon time to set off again.

This leg proved to be just the tonic after the last leg. A short 43nm in the sunshine with a SW F2 filling in later to an F4 making for a great sail. Puffins and seals accompanied us into the river Coquet at a very respectable 16:30.

15th May, Maintenance day



As our plans had changed due to the weather forecast we stayed an extra day in Amble so Joe jumped onto the train to meet a friend in Edinburgh that we had planned to catch up with. I set about some maintenance and cleaning.

I had noticed on the trip to Hartlepool that the stern nav light did not look as bright as it had been so after taking it apart I found that the bulb glass had come away from the bayonet cap, not a problem normally but I had used the last spare so it was a trip off to find a chandler. Easier said than done, no chandler to be had for 20 miles (3 separate buses) but the local car factor was handy to come up with "a get out of a jam" option with a standard car 12V brake light.

I fitted the bulb but was not really happy with the output particularly as our next leg would be a night passage across the Firth of Forth. A call to Joe with a question on his location and a chandler soon had things sorted for the better. It wasn't until he got back to the boat that I learned that the new £10 LED bulb came on top of the price of a £50 cab ride!

17th May, Amble – Arbroath



Slipping our lines into the dusk at 20:00 was a little painful as I had not had much - or indeed any rest through the day, bed was calling soon but we needed to get on our way again.

We passed by the ruins of Dunstanburgh castle just as the sun was setting behind them in the West, what a lovely sight to remember.

The forecasted W F3-F4 Disappeared into a Variable F1 overnight resulting in a motor-sail again. Due to our tiredness we reduced watches down to ninety minutes. It is amazing how long that feels when on watch and how short when off!

Because of motoring overnight we approached Arbroath slightly ahead of schedule. We raised full sail again and ghosted along with the current and the breath of a SSE F1. It was during this almost flat calm drifting that a pod of curious dolphins came to have a look at us, closely followed by a very camera shy grey seal. He stayed with us literally 3 feet from our stern watching us for half an hour, diving down every time a camera looked his way.

The harbour master at Arbroath a really nice ex-squaddie opened the gate as soon as he felt that there was enough water to let us in. We tiptoes in as the sounder hit zero!

18th May, Arbroath – Peterhead

Another windless passage saw the motor eating up another 65nm on what would have been a relatively mundane passage. Eight hours into the passage strange noises started to come from the engine bay, it would be days before I was able to identify the culprit – bearings almost gone in the engine blower. Once identified and after a few calls to Clipper I decided that it was not critical so simply isolated it and carried on. On a plus side the sea was flat calm and the sun was out, time for some reading and snoozing on deck between watches.

We arrived at Peterhead just before dark. The marina was barren and the only souls we could find were an elderly Norwegian couple on a nearby boat. Thankfully they leant us the key to the facilities so at least we could get cleaned up.

19th May, Peterhead – Lossiemouth (Via Whitehaven)

We departed Peterhead less than ten hours after arriving, and not a second too soon! One to miss if it was not for its location.



After finally getting permission to leave the harbour we had been outside of the wall for literally fifteen minutes before we picked up our first creel pot. Luckily by slipping the engine quickly in neutral and a quick roll of the helm

we managed to shake off the line. Counting our lucky stars and being extra careful we carried on with our eyes peeled for markers.

Within ten minutes we had only gone and caught another!. Despite passing some 30-40m away from a marker we had been caught in its just submerged tether line. This time no matter what we tried the line was firmly around our keel and we were stuck fast.

Noticing a fisherman just off our starboard beam we drew his attention to our plight. He came across and helped us extricate ourselves from his gear eventually by tying a buoy to part of the tether and then cutting us free from the other end. He said that this was a common problem in those parts, particularly at low water.

During all of these shenanigans we noticed that our friendly Norwegian couple had slipped past us in their beautiful forty five footer. As they motored on at 8kts they were soon out of sight.

After rounding Rattray Head in flat calm we entered the Moray Firth. We had not passed by Rosehearty by far when we heard a “Pan Pan” on CH16. It transpired that our elderly friends had come to the same grief that we had earlier in the day on the entrance to MacDuff and Banff. The wind had filled in to a SE F5-F6 and their entanglement was well wrapped around their prop. Our hearts went out to them and with us an hour behind them local support was on the scene more quickly that we could make it.

In the end they were towed in by the lifeboat and the next day got a local diver to free their gear up. The wind died a death again by the middle of the afternoon and we were back to the engine. Given the amount of motoring that we had been doing and our impending transit of the Caledonian canal I decided to put a pit stop in at Whitehaven for fuel.

Bertie, the brilliant harbour master met us on approach. He called down from on top of the 9m high granite sea defences taking photographs of our arrival which he later shared with us, something he told us that he does for all visitors.

After a “splash and dash” we were quickly underway again for the final 23nm of the day. 13 hours, 58nm and a good end to the day following its frustrating start.

May 20th, Lossiemouth – Inverness



With 40nm to go directly into a forecasted F5 WSW (right on the nose again!) it was going to be a slow day. Knowing that it was touch and go whether we could make the sea lock before it closed we made backup plans for an overnight stay at Inverness Marina.

We left Lossiemouth accompanied by two fellow sailors in their wooden 32 footer. They were from the Shetland Islands and heading for the racing at Tarbert Regatta. In previous years they had “gone the long way around over the top” as they called it. This year they fancied the change so opted for the Caledonian.

Over the next couple of hours we had a bit of sport beating into the wind making very little progress. With a deadline ahead of us we resorted to the motor again to make up some time. Seeing this the other boat followed suit. The tide then turned and the sea state deteriorated against the prevailing wind. We noticed the other boat go back to sailing and rapidly fall off of our progress.

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It was lashing down as we slid between Fort George and Chanoray Point on the entrance to the Inverness Firth. We noticed a large group of people on the West bank, huddled together under umbrellas. As we closed their position we could see why, a pod of dolphins a mere 10m from the shore line in a feeding frenzy as the new tide brought with it a feast of new fish.

We pushed on down the Firth knowing that it was going to be tight on the time frontier for the Lock. Radioing ahead confirmed our fear, on such a poor afternoon and still relatively quite time of the year, the lock keeper decided to close up early and was headed home, (or the nearby pub?).

Inverness marina it was then, and actually a very pleasant place it is too!

MILESTONE: *During this leg we passed our most Northerly point of the trip – 728nm travelled, just short of the half way mark and in 20 days - It was all “Downhill” from here!*

21st May, Inverness – The Caledonian Canal



A good rest was called for in order to take some time out and enjoy some shore-side activities, so with less than 3nm from Inverness Marina to Seaport Marina after entering the Caledonian Canal through the sea lock, we had the rest of the day for sightseeing and looking at the inside of our eyelids.

Whilst we rested in Seaport Marina we were really pleased to welcome back our Norwegian friends who had finally freed up their prop in Buckie and were now planning on a couple of well-deserved days off too.

The fee for transiting the Canal also includes up to seven days mooring, so it seemed a shame not to maximise our time here as it is truly beautiful. However with rain, rain and more rain coupled with midges, midges and more midges we ended-up only taking 4 days to pass through the Caledonian, albeit still at a sedate pace.

It is also worth noting that if you purchase your passage for the Crinan Canal at the same time as the Caledonian there is a substantial discount. Originally we were not going to transit the Crinan but the bargain was simply too tempting for Joe to pass by and he had memories of his Day Skipper passage that he wanted to re-live.

22nd May, The Caledonian Canal (Loch Ness and Fort Augustus)



After climbing our first flight of locks it was on to the real adventure. Loch Ness.

The weather as always up here was variable (the only real variable being just how much rain you are going to get)! We had some great sailing across Loch Ness and back (beating into the “on the nose” wind again!). One reef in the main and CaSam took off reeling in the bigger boats ahead - it's a race.... but we didn't tell the others though! The peace and exhilaration of the sailing did not stay for long as the wind died and the rain set in.

We had a nice mooch around Drumnadrochit and a close pass of Urquhart Castle before motoring on in the pouring rain, I guess the water for all that Whisky has to come from somewhere?

Then there was the close encounter with Nessie!

57°12'26.7N 004° 35' 03.5W sailing along in 181m of water. The depth alarm goes off - ZERO meters under the keel! Changed course, back to deep water only to be followed back by whatever was right under us.... not just once but three times within a mile, very spooky. Mooring up at Fort Augustus for the evening came all too soon. It had been a short six-hour day but it has created a lifetime of memories. The scenery on this leg was simply stunning. It made the journey up here worthwhile and the rain... what rain?

22rd May, The Caledonian Canal (Fort Augustus - Gairloch)



I woke up early for it was 23/5/2017, Faith and my silver wedding anniversary and here we were more than 500 miles apart, (The Proclaimers song came to mind!). I captured

some lovely dawn photos over Loch Ness and then ventured to the amenities. One thing that does require investment on the canal is the shower blocks, I will say no more.

Once underway however the beauty of the scenery was amazing. During this leg the canal runs adjacent to the river Oich in the first stage as it enters Loch Oich, a shorter and shallower relation to the other three Lochs making up the "Great Glen".

At the southern end of Loch Oich we entered Laggan Avenue, a narrow tree lined passage where the transit can become little more than a glorified flotilla or procession of boats. We hung back a little to enjoy the peace and tranquillity that nature had to offer. All too soon though we found ourselves waiting at the next set of locks and swing bridges along with our fellow "transitiers".

With the relaxed pace of the canal in mind and covering just 18nm in 8 hours we closed the day by mooring up at Gairloch. This is probably one of the most remote moorings on the canal. With nothing around for miles, we met up with a friend who had come up to explore the Trossacks for a few days in his motor home and ventured off in search of a decent steak.

24th May, The Caledonian Canal (Gairloch – Corpach)



First lock was 09:00 so a leisurely start to the day and a good breakfast fuelled us up for the mammoth 7nm planned for the day.

We arrived at the top of "Neptune's Staircase" and just under an hour and a half later where we joined two other yachts and the "Ros Crama". At just shy of the 150' maximum length the Ros Crama is a business barge ran by Caledonian Discovery and filled one half of the lock, from gate to gate.

After dropping the 25m through the flight of eight locks we stopped for lunch in Corpach. We had a choice now of continuing or mooring for the night. As we had an early start the next day to catch the tides, (something that we had not worried about for a few days) we decided that we did not want to be waiting around for the sea lock in the morning so decided to complete the final exit and take a berth on the waiting pontoon outside of the lock. A word to the wise here; the waiting pontoon is dredged to 2m. 5m outside of this area is about 1m a very close call indeed!

25th May, Corpach – Tobermory (Isle of Mull)



The morning was flat calm and still. Ropes were off at 07:00 and we motored down Loch Linnhe. We had great views of Ben Nevis and its still snow-covered peak rising over us at 1345m. The tide was a little slow to kick in despite the whole power of the internet and man's wit, nature continued to out shine us, we soon gained a couple of knots though and the scenery gracefully slid passed us..

As we rounded into the Sound of Mull, the wind picked up from astern and we enjoyed a three-hour gull-wing gybe-fest all the way to Tobermory.

The sun came out, closely followed by the shorts and the shades (this is what sailing is all about, it does not get much better)! Mooring in Tobermory after refuelling it was still before 15:30 so a nice average SOG for the 45nm.

26th May, Tobermory – Craobh

Our original plan had been to round the northern tip of Mull and visit the puffin colony on the island of Col before sailing onto Islay. With our new purchase of the Crinan Canal pass though this changed so we set about our day heading back South East.



As it was going to be a short-ish day again with around 45nm we threw a bit of sightseeing in and added Oban as a waypoint. The wind was skittish, ranging from 0-27kts and moving through 100 degrees or so, and of course still on the nose!

Oban was lovely and we would have stayed longer but the visitor's moorings were full and the afternoon was just too nice to hang around waiting. We crabbed our way down Kerrera Sound before tacking down the Firth of Lorn then rounding Insh Island and Easdale seeking out the narrows of Cuan Sound. For the last 5nm we threaded our way through the small rocky islands until entering the newly refurbished marina of Craobh for the night.

27th May, Craobh through the Crinan Canal to Ardrishaig



Our goal for the day was to transit the Crinan. To achieve this we would need to be at the sea lock for its first opening at 09:00. Leaving Craobh without a breath of wind it was going to be another full day under motor.

Arriving abeam of the Gulf of Corryvreckan the tide really started to pick up. Around the rocky islands the flow became very confused and whilst not the full-on maelstrom as notorious in the gulf, whirlpools and eddies were in abundance.

SOG increased and exceeded 10kts at times during this short roller coaster of a passage.

We arrived at 08:55 only to find that the lock keeper had overslept, an indicator of the service level yet to be experienced

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throughout the canal. We finally locked in at 10:00. This meant that we would not be able to clear through in one day now so would be spending the night in the canal instead of clearing the other sea lock at Ardrishaig.

The Crinan Canal was a little surreal, it is much smaller than the Caledonian and at times it literally travels through rural landscapes rather than the seascapes of norm. I thought that in places the Crinan was actually more beautiful than the Caledonian with passages only wide enough for single vessels and passing places cut out into the sheer cliff walls, it was also quite shallow in a number of spots!

Teamwork is vital transiting the Crinan. Normally with a few boats going through at a time the workload can be split up. As CaSam was on her own through here with just the two of us on board and it being a fully manual passage as opposed to the mechanisation of the Caledonian, tempers were tested at times.

Personally during the transit I didn't think that the canal team were anywhere near as friendly, knowledgeable or well organised as in the Caledonian, but of course as always there were exceptions. I could not help but think though that our original plan would have been better.

We spent the night moored in Ardrishaig by the sea lock in the only space available close to the 1943 Clyde Puffer "VIC 32" whose smoky coal fired boiler burnt throughout the night. It was clear to see why this mooring was still available as the smoke got into everything! A testing end to a testing day.

MILESTONE: *At the end of this leg we hit the half way point. 28 days from the start with 21 of those actually "at sea". 896nm covered to date out of the planned 1900. Surprisingly 320 litres of diesel used which highlights the weather that we had.*

28th May, Ardrishaig - Largs



Another late start to the day waiting for the 09:00 sea lock exit, at least this lock keeper arrived on time, that being said it still took forty minutes before we were once more back into the salty waters.

With the jib out we motor-sailed down Loch Fyne at a fair pace and as we neared Tarbert we could see the racing fleets out in full force, I wondered how our Shetland friends were fairing?

For Joe this was the busiest piece of water in which he had sailed, I reassured him that he had the Solent to look forward to on our return!

Rounding Point Farm to our port we entered into the picturesque Kyles of Bute. Reputation has it that Euan MacGregor lives on the Kyles and as we drifted around we speculated on just which of the mansions may be his.

As we exited the Kyles we crossed the Firth of Clyde to our destination for the evening and the largest marina in Scotland, Largs where we were also treated to one of the best sunsets of the entire trip.

Largs - Carrickfergus

Persistent rain, gusty wind and a poor forecast meant that we delayed our start to this leg, just waiting to see what conditions were like under the weather fronts.

On a plus side the later start allowed me to visit the laundry - living the dream, but at least clean smalls!

We finally set off just after midday with a plan of making Girvan, 35nm away. The wind keeping true to its position throughout the trip was bang on the nose. Progress was slow and re-forecasting our tidal calculations projected 0.2m under the keel, so "Plan B" - Portpatrick at 60nm, or "Plan C" - Double hop straight across the Irish Sea to Carrickfergus at 75nm?

With "Plan C" now "Plan A" I relooked at the tidal flow across the meeting point of the Atlantic Ocean and the Irish Sea. Working back from our ETA I predicted a North - South bias so shaped our course to run close in to the South Eastern corner of Arran and then a small sine wave route across to Northern Ireland.

This night was the darkest of all. With 15nm to any shore visibility felt like it was zero. Until that was, lights appeared on our port beam, another vessel. The only lights displayed were a starboard and a steaming light. A.I.S. identified the vessel and gave a range of 2nm and CPA 5m. It suggested it would be close. Keeping an eye on this the range shortened and the CPA remained static.

The vessel showed no lights to help determine its business, so I called them on the VHF. My intention was to ensure that they were aware of my presence. Two minutes later and no answer I decided to take avoiding action. I also signalled with the fog horn too which I finally got a response from the skipper, "Whatcha wakin me up fer?"..... I will not go into the conversation that followed but I'm sure that Belfast Coastguard heard!

The rest of the night passed with watch changes again every ninety minutes and we entered Carrickfergus Marina just ahead of the dawn for a well-deserved sleep.

We stayed in Carrickfergus an extra day which allowed us to visit Belfast and also to re-victual. With a Sainsbury's literally across the road from the marina and also a boutique wines and spirits merchant around the corner, CaSam left somewhat lower in the water than when she arrived.

31st May, Carrickfergus – Ardglass



We left on the early tide with not a breath of wind again. A thin, low hanging mist in the air reduced visibility to a couple of hundred meters but on we pressed. As we rounded Kitty's Altar we left the shelter of

Belfast Lough and were headed by a SE F5 and a building sea. The swell was again above 3m. Lucky for us this leg was only 38nm.

The wind was still blowing hard as we entered the rock strewn, and shallow harbour of Ardglass. Looking at the berthing options I selected a rather tight berth next to a larger French yacht with the premise of seeking some wind shadow effect which actually worked out well for us as we were to miss another day due to the building weather.

The best thing about Ardglass was the Wi-Fi! With no telephone signal at all in the harbour, frequent trips up to the office area allowed us to catch up with everyone at home and keep an ever-watchful eye on the weather.

2nd June, Ardglass – Malahide



The plan for the day was a 65nm leg taking us across the border into Eire. Timing our departure from Ardglass for the full tide eased our concerns a little given the rock strewn inner harbour.

The SE F3 filled in and veered to become a S F5, yes bang on the bow again making very slow and lumpy progress. Eleven hours in and still 20nm short of Dun Laoghaire, fed up of the wind and now the change of the tide we decided to cut inside of Lambay Island and spend the night in Malahide – What a great decision! Once over the shallow entrance, the centre of the inlet deepens out a little and with beautiful sandy beaches on both sides of the boat it is a lovely approach up to the town and the recently refurbished marina.

We were met here by a really helpful dock master whose name still escapes me but he could not have been any more helpful. Upon checking in and with a wink of his eye he introduced us to the "Trans Europe" scheme, I'm sure others will already know but it is a co-operative scheme of marinas that reward visiting member vessels with half price berthing ;) It was here too that we received the low down as to the where-to and the how-to of drinking Guinness. Thanks again!

MILESTONE: *Malahide was the furthest point West of the trip – 1090nm travelled.*

3rd June, Malahide – Dun Laoghaire



All too soon we were ropes off and after a top up of fuel (paid for by the cheap berthing!) we were leaving the hospitality and the estuary. Families filled the southern beaches enjoying a lovely warm sunny day and children played happily in the safety of the shallows.

We raised full sail and set off in the very light winds. Within the space of 100m we went from 4kts of wind to 25kts that threatened to flatten us. It had appeared out of nowhere and was gone almost as quickly, very strange indeed.

Less than an hour of leaving Malahide we were abreast of "Ireland's Eye", a beautiful small uninhabited island also known on the charts as "Thulla". Apart from a Martello tower and the ruins of an 8th century church there are no signs of anyone ever living there.

Racing yachts could be seen ahead pouring out of Howth but we left them well clear to starboard and continued on, the promise of a Dublin Guinness fuelling us on.

Crossing Dublin bay was a speedy affair and it was all too soon on this sunny afternoon that we entered the marina at Dun Laoghaire – It would be another six days before I left, not for the Guinness I add but for a nasty storm front that came through giving us 35kt winds and a 0.5m swell in this very well protected marina itself. On a plus note, this respite did give the crew the opportunity to jump on a plane for some "home comforts"!

9th June, Dun Laoghaire – Greystones



There is only so much sightseeing and Guinness drinking that can be done. Cabin fever was setting in and with my crew not expected back for a couple more days I took the opportunity to put a few more sea miles under the keel.

The leg to Greystones was the shortest leg of the trip but a rewarding couple of hours solo. It was good to be on the move again and with more poor weather coming in it was just a short window of opportunity.

Taking the tide and the "racing line" between the mainland and Lamb Island my SOG raised to over 7kts. With the wind in my hair and a smile on my face CaSam was singing through the water.

UK Circumnavigation **The Legs**

Entering the new marina development at Greystones was almost intimidating with the high sea defences and chicane like entrance. The walls were lined with holiday makers and it felt a little "gold fish bowly" as I readied my lines and moored under their watchful gazes. This was not the time to mess it up, and fortunately I nailed it unlike my aging fellow boaters who put on a rather dramatic show right behind me.

12th June, Greystones – Arklow



My stay in Greystones was fabulous. With lots more to see and yet still only an hour or so away from Dublin by the "Dart" it was easy for my crew to return and for the princely sum of just €6 from the airport!

After many planning conversations and much deliberation, we planned our next leg down the coast to Arklow. Not a favoured destination but a port of necessity. Times and tides for Wexford were not favourable, Rosslare not welcoming and Waterford a long way in the wrong direction.

Keeping close in between the shore and the sandbanks less than 8nm off, we made fast progress arriving within three hours.

We ghosted into Arklow and after poking our nose into what must be one of the smallest, cramped and dirty marinas anywhere we decided to stay outside on the waiting pontoon. It appeared that everyone else had decided the same and so after gliding between a row of trots and the full waiting pontoon we reversed back out as the sounder hit 0.5m. Luckily, we spotted Bruce on the pontoon with his crew onboard Elizabeth Star who generously moved his boat forwards allowing us to squeeze CaSam into a mooring with literally a foot forward and aft.

Just as the sun was setting and I was cooking down below I heard shouting above. It transpires that the same boat that entered Greystones behind me had now ventured to Arklow. Unfortunately, instead of reversing down the row of trots, they had tried to cross in between then becoming stuck hard as they fouled both their rudder and their keel. It was three hours later before everyone could free them and they rafted safely.

13th June, Arklow – Milford Haven



With just two hours sleep after the shenanigans of the night before we were up and out. Leaving everyone fast asleep in their bunks we wanted to make the crossing of St George's Channel back to mainland.

Similar to a cross channel trip, our ground track was the proverbial sine wave, lee-bowing and pinching our way across to maximise speed and minimise our sea miles. We stayed well clear of the shipping lanes off of Rosslare and headed high up onto St David's Head to catch the fair tide as it changed to round the SW corner of Wales. With good weather with us we decided to go inside of Ramsey and Skomer Islands this tidal lift soon gave us 9kts over the ground for a sustained period.

Bottle nosed dolphins were in abundance during this leg which helped us to keep morale high on such little sleep.

Seventeen hours after leaving Eire we entered the lock gates of Milford Haven. If I hadn't mentioned it already we were both very tired. We tried calling the lock master up on the VHF channel that the almanac reported and got no reply. We knew that we were a little early thanks to the tidal lifts but so wanted to get tied up and fall into our bunks. We should have known by now that this is when mistakes happen, and so they did.

What we failed to notice was the huge sign on the entrance to the lock that gave a different VHF channel number. We then didn't notice that the lock master was balancing the inner harbour and that water was flooding out under the gates. What we did see was a nice safe and comfy waiting pontoon so headed for it. As we closed we entered the boiling whirlpool that CaSam could not make way in even under full power. With Joe at the helm our berthing manoeuvre was not the smoothest of the trip but a rush of adrenalin coursed through my body and quickly we had lines alongside just in time to hear the lock master bellowing down at us that we should have given it another five minutes!

14th June, Milford Haven – Padstow

After being the first lock in the evening before, we were in the first lock out the following morning. Nine hours of sleeping like the dead had certainly helped both our thought processes as well as our mood.



Milford Haven was shrouded in a dense fog but with a very good forecast this would burn off quickly as the sun's warmth

started to bear down. The plotter, radar and fog signals working together we gingerly exited the harbour keeping clear of the main channel and at a safe speed.

By 09:00 we had donned, "shorts and shades". Accompanied by hundreds of playful dolphins all day we motored a true course into the SE F2 that later veered slightly to the SSW. This leg was just what was needed and allowed napping and reading whenever we were not laughing and joking about the dolphin's antics. Strange as it may seem, even after twelve hours of each of us calling "Dolphins" on each sighting, believe it or not it did not feel boring or repetitive at all!

We entered Padstow Bay just as High water was about to fill the river Camel. Crossing the "Doombar" we promised each other a cold one as soon as we secured in the harbour. We slowed as we left the channel over the 2.6m drying sands at St Saviour's Point and listened to the harbour master who marshalled us in and took our lines ashore as we came alongside right under the entrance doors of the Old Custom House Pub. The town was packed with holiday makers all having a good time, we shared their mood but it felt so different after arriving by sea, better almost.

Padstow – Newlyn



After two well deserved days rest we left Padstow. This was to be a milestone leg for me but one that still leaves something, "undone". I missed the opportunity of sailing

into St Ives, my family childhood holiday destination for almost two decades, something I had and continue to promise myself that I will do. Despite a drying harbour, in the right conditions anchoring or picking up a visitor mooring outside are also options for boat visitors and these were the right conditions! Unfortunately, "The race home" had started and the last legs flew by as the last 300nm was covered in less than six days. We pressed on and rounding Land's End we cut inside of Longship's light keeping close inshore trying to dodge the foul tide.

It was close on midnight again that we crept into Newlyn harbour. A harbour that until recently had not welcomed visiting yachtsmen and even still do not offer any credible facilities. The only space that we could find was on the last hammerhead adjacent to the tiny channel but still we took the opportunity and approached. Literally within six feet of the pontoon the prop groaned and halted. With just enough headway I jumped ashore and secured us as the engine was halted.

As the sun rose I was awake with the laughing of the gulls. A quick dip of the go-pro revealed the problem of the night before, the prop was wrapped by weed encrusted plastic packing straps, the very same straps used to seal cartons of freshly caught fish as they were sent off to market.

Mask and knife to hand an early and rather chilly dip was called for. Luckily after ten minutes CaSam was free again. Now, where were those showers? OK on board it was then!

19th June. Newlyn – Falmouth



It was still before breakfast as we passed St Michael's Mount. Heading east to round the Lizard. The wind had of course backed and was now EF3 backing further to NE F4 – how predictable?

Again keeping close in-shore we rounded Porthoustock inside of the manacles for a tight beat into Falmouth Bay.

Faith met us on the pontoon at Mylor marina and it was off into town for a slap-up meal and to celebrate our missed anniversary.

MILESTONE: *The Lizard was the furthest point South of the trip – 1247nm travelled.*

19th June, Falmouth – Plymouth



Another short hop into the slightly weakening ENE F3 with a VAR F2 or less later meant that it was a day for the donkey again. After leaving Falmouth and rounding St Anthony's Head it was a straight line run for the port hand can at Draystone on the entrance to Plymouth Sound.

An uneventful leg with the exception of picking up a ball of weed in Queen Ann's Battery as we moored. Luckily with a few bursts of forward and astern when we were tied alongside, the folding prop managed to shake it off.

Points of interest that I did notice in this patch of water though and hadn't really observed or recognised elsewhere was the volume of improperly marked fishing buoys. Upon closer investigation though I noticed that they were not fishing gear but instead shot lines for divers on wrecks. As a diver I had not seen this before and one to watch out for given their predictability on a chart.

20th June, Plymouth – Dartmouth



I love this strip of coast and there is so much to see and do. This leg though was not about exploration but simply passage so I will not dwell on the lovely locations of

Bovisand Bay, the river Yealm and Salcombe. 36nm under seven hours that's about it. Welcome to the natural beauty of historic Dartmouth!

UK Circumnavigation **The Legs**

21st June, Dartmouth – Portland



I had planned to meet up with BOA members Bill and Sandra from Blaue Maus in Darthaven Marina. It was late after we had arrived, showered, eaten and had a crafty pint or two in the Dartmouth Arms across the water.

The following morning, dawn had just risen as I ventured down the pontoons. I spotted Blaue Maus and as I closed I could hear the snoring coming from the cabin and thought it best if I left well alone. (Only kidding Bill!!)

It was an early start to ensure that we made Portland Bill at the right time of tide. Taking the inside track as Tom Cunliffe would say, "Two cables off of the steep too cliffs" our passage was a smooth but slow 54nm in almost twelve hours

The forecasted wind had not appeared as we left Portland with just an F3. Progress was a lot slower than we had planned meaning that we were only half way across Poole bay as the tide started to change, it was now going to get lumpy plus we still had 12nm to get to Hurst Point.

Despite the wind now hitting the forecast it took two hours to cover the 8nm to approach the Needles. Seeing the white horses from afar we decided to take what we perceived to be the safer water in by the deep channel crossing the south of Dolphin bank cutting inside of "The Bridge" cardinal. The jib was poled out to give us as much forward momentum as possible as we were heading the tide. Our speed through the water was double that of our SOG.

We closed into the shallows on the NW coast of the IOW to get out of the rushing tide and our speed added another 1.5kts only to lose this again at Hurst Narrows.

With three hours of foul tide left to run we headed into Yarmouth for a cream tea and some respite. Just outside the harbour I went to douse the jib to find that the wind had jammed the Furlex tight. Going forward to un-jam it I signalled for Joe to head to wind to depower the jib. In doing so the pole led a merry dance, I wondered why, only later to find that after un-jamming the Furlex and getting the sail in the pole had snapped at the mast hook!

I looked up just in time to signal Joe to turn hard to port. We JUST missed the drying bank outside of the harbour wall by "Black Rock"!

After a couple of hours break and refreshments we were back to sea. The F6 was now a dying F4 and we had a very pleasant final downwind and down-tide run of 20nm.

As we entered Portsmouth Harbour crossing our outgoing track at 50° 46' 43.8N 001° 06' 15.2W this circle was complete!

We laughed joked and shook hands, no red flares standing on the pulpit for us (I don't think that QHM would have approved!) However as we passed the Mary Mouse and just before Ballast a solitary dolphin poked his head up and swam into the harbour with us, what a welcome home!

22nd June, Portland – Portsmouth Via Yarmouth



The final leg, sad but also exhilarating. With a WSW F5 increasing F6 this was going to be a downwind sleigh ride home. Given the tidal gateway of the Needles and the 62nm distance to run whichever way we executed this we were going to have quite a nasty wind over tide situation at some point.

MILESTONE:

Job done – 35 legs, 53 days and 1462nm

Lessons Learned...

- The early days are the steepest part of the learning curve!
- Crew selection is vital, particularly on a small boat
- Things will break
- Factor final repairs into your budget before you leave... there will be more than you think as well as re-servicing everything!
- When you are tired mistakes can happen. It was not until looking through the log later that I found that following the overnight passage from Amble to Arbroath we actually lost a day in the dates of the log. It took four more days to pick this up!
- Learn from your mistakes and the bad times – good times are just over the horizon
- A great day sailing is like winning the lottery, pretty rare! You have not enough wind, too much wind, and wind in the wrong direction, tidal gateways to hit, sea states to contend with, draught restrictions, unmarked pot buoys, the list goes on so enjoy every moment and if possible try not to sail to a timetable!
- Fuel up where you can. A full tank is always nice to have as a backup because the wind can be fickle!
- A bilge or lift keel boat would open up a host of other mooring opportunities, A Southerly 42 or similar looks like an ideal if not costly investment.
- Photographs taken at sea never really show what it feels or looks like in reality...although they say that a camera never lies?
- Whilst there are anchorages on the East coast, in the Hebrides, and on the West and South coasts they are far more picturesque and plentiful.
- If you do not visit some of the less pretty locations, the pretty ones lose their edge!
- A bad day sailing is still better than a good day at work!

The Trip in Numbers...

- **Days 53**
- **Ports of Call 35**
- **Best Sail**
Leg 8 Wells Next the Sea – Grimsby 5.7kts
53.8nm Reaching across the wash!
- **Fastest Leg**
Leg 18 Corpach to Tobermory Ave 7.4kts
- **Slowest Leg**
Leg 3 Dover – Ramsgate 1.9kts 15.9nm into 5m swell
- **Longest Leg**
Leg 9 Grimsby – Hartlepool 105nm
- **Shortest Leg**
Leg 26 Dun Laoghaire - Greystones 10.5nm
- **Happiest Leg**
Leg 28 Milford – Padstow, surrounded by dolphins
- **Saddest Leg**
Leg 30 Padstow to Newlyn – Missing out St.Ives
- **Best Port of Call**
Tough one... So many good places!
- **Worst port of Call**
Tied between Peterhead and Arklow
- **Costings**
For another time (Plus I haven't told Faith!) ;)

Members Register by Location & Boat Name

Yacht Name	Surname	Forenames	Mooring Location
4ever	Whitehead	William	Lagos, Portugal
Adagio	Power	Bernard and Lucy	Waterford City Marina
Adastra	Christie	Iain	Gosport
Aischa	Wallace	Ruby	Alcaidesa Marina, La Linea, Spain
Alana II	Searle	Ken	Port Solent
Alana III	Hanratty, RD	James	Mercury Yacht Harbour, Hamble
Alchemy	Targett	David and Suzanne	La Trinit? Sur Mer, Brittany, France
Allusion	Masters	Steven	Dover
Amelia	Stubbs	Michael	Plymouth
Another Fantasy	Culley	Ian J	Universal Marina, Hamble
April Folly	Pearce	David & Amanda	Northney Marina
April Fool	Dyer	Christopher	Bradwell Marina
April Star	Marson	Brian	Ramsgate
Artemis	Wood	Michael	Lossiemouth Marina
Audrey Marie	Jordan	Thomas	Howth
Baleine	Davies	Gareth	Hamble River
Barolo	Sim	John	Kip Marina
Battuta	Abu-Laban	Riyad	Burrard Marina, Vancouver BC, Canada
Be Calmed	Lawley	Neil	Tropea, Italy
Beatrice Grace	Sykes	Ron	Estepona, Spain
Becquerel	Clark	Malcolm	Mylor
Berty 2	Ferris	Peter	Bormes Les Mimosas, France
Bingbong	Latham	Raymond	Portsmouth
Blaue Maus	Lagoda	William & Sandra	Hamble River
Blue Star	Willis	Clive	Itchenor, Chichester Harbour
Bluster	Birrell	Stuart	Torquay
Bojangles	Savage	Andrew	Cobbs Quay Poole
Bojangles	Vine	Neville	Portavadie, Loch Fyne
Boney-M	Barton	Malcolm & Joan	UK
Breezer	James	Chris	Port Solent
Bubble	Maddox	Jonathan	Fleetwood Marina
Busy Bee	Osman	Kevin	Universal Marina, Hamble
Cabrio	Martin	Guy	Itchenor, Chichester Harbour
Cadenza	Harris	Greg & Jane	Hamble River

Yacht Name	Surname	Forenames	Mooring Location
Calista	Hall	Phil	Largs
Calisto	Ledwell	Silvan	Ipswich
CaSam	Bodsworth	Steve	Port Solent
Catspaw	Penketh	David	Plymouth Yacht Haven
Commitments	Stirling	David	Salcombe
Constantia	Johnson	Mike	Preveza, Greece
Cornish Rose	Rose	Vivian	Mylor
Cyanaura	Adam	Michael	Gouvia, Corfu, Greece
Darwin Star	Wells	Peter	Royal Clarence Gosport
Debut	Abbey	Stuart	Inverkip
Deja Vue	Hawkings	Julian	Largs YC
Destination Anywhere	Clarke	James	Gosport
Destiny	Coogan	Garry	Hayling Island
Destiny	Ash	Peter & Janet	La Roche Bernard, Brittany, France
Diatonic	Warr	Anthony	Almerimar, Spain
Dolphin	Thomas	Andrew	Southsea Marina
Dream Catcher	Cameron	Alastair	Tarbert
Drifter	Craig	Paul	Edinburgh
Echo	Carberry	Edward	West Coast Scotland
Electric Blue	Lomas	Darren	Portsmouth
Emma Rose	Cross	Brian	Burnham On Crouch
Endeavour	Tucker	Steve & Jo	Ipswich Haven Marina
Eos	Edwards	Colin & Sandra	Dartmouth
Eternity	Scott	David	Port Solent
Every Summer Night	Perkins	Michael & Jackie	Oare Creek Faversham
Falling Upwards	Tapsfield	Philip	Itchenor, Chichester Harbour
Fellowship	Heenan	Duncan	East Cowes Marina, IOW
Firebird	Ball	Ken	Haslar Marina, Gosport
Fishlake Champion	Green	Ray	Marti Marina, Turkey
Fouter	Duke	John	Largs
Free Spirit	Chater	John	Royal Harbour, Ramsgate
Freebird of Largs	Hawkes	C J	Largs Yacht Haven
Freo	Thomas	Roger	Newhaven
Genepi	Bacon	Charle & Jo	Ocean Village, Southampton
Gentle Breeze	Smith	Stuart	Spain
Gladwin	Coupe	David & Rachel	Lefkas, Greece
Goodeaux	Platts	Paul & Carol	Gosport Boat Yard
Guenevere	Kirby	David	Aldeburgh Yacht Club
Gypsy Dancer	Flinn	Tony	Ardfern
Haida	Montague	William	Gosport

Yacht Name	Surname	Forenames	Mooring Location
Harmony	Willing	David	Woolverstone Marina, Ipswich
Hermione	Begley	Alasdair	Manly, Queensland, Australia
High Time	Leaman	Roger & Sue	Portsmouth
Hilda	Spink	Stuart	Ipswich Haven Marina
Hilu	Helle	Pertti	Parainen, Finland
Ice Maiden	Powell	Gordon	Sparkes Marina, Hayling Island
Idleflite	White	Michael	River Orwell, Suffolk
Ihla Do Mel	Sievewright	Alister & Shona	Inverness
Impala	Kampman	Philippa	Port Grimaud, France
Impavidus	Kirkby	Anthony	Port Solent
Indigo	Bruce	Gerald	Largs
Island Alchemy	Clements	Bob & Corinne	Hamble
JayTee	Turner	Rod & Linda	Torquay
Jenny II	Weedon	Nigel	Plymouth Yacht Haven
Jenny Wren	Hird	George	Arisaig
Joy	Moore	Henry & Joy	Gosport
Juniper	Stockdale	David & Gwyneth	Town Quay, Southampton
Just4Fun	Davies	John	Windermere
Kamara	Harris	Rob	Beaulieu River
Kamara	Buxton	Mike	Beaulieu River
Kioni	Moffat	J	Port Solent
Lady J	Peacock	Neil	Shamrock Quay, Southampton
Lady Olivia	Osmond	Andrew	Marina Kastela, Croatia
Larissa	Parker	Adrian	Portsmouth Harbour
Lazy Days	Tindley	Peter	Preveza, Greece
Lightwave	Lanceley	David	Conwy
Livewire	Murray	David	Troon
Loblolly	Linsdell	John & Jane	Swanwick Marina
Louis B	Doswell	Julian	Royal Clarence, Gosport
Ma-Pin-Wa	Maines	Steve	Medway
March Hare	Hockey	Paul	Itchen Marina
Matabele	Peters	Michael	Brighton
Maverick	Currie-Smith	Jason	South Dock, London
Millie	Hollis	Mark	Chatham Maritime Marina
Mischief Too	Goransson	Sten	Ocean Village, Southampton
Misty Blue	Benson	Ally & Simon	Gosport Marina
Moon Shadow	Broughton	Mike	Fareham
Moonlight	Nicholls	David	Hayling Island
NautiBuoy	Hart	Roger	Gosport
Norma Jeane	Tanner	Barry	Martha Cove Marina, Melbourne, Australia

Yacht Name	Surname	Forenames	Mooring Location
Now or Never	Perkins	Mike	Lymington
Ocean Song	Ponzi	Ceridwen	Hamble River
Omnishambles	Halfacre	Steve	Northney Marina
One-0-One	Smith	Steven	Y Felinheli, Gwynedd
Pax	Disney	John	Burnham on Crouch Marina
Pegasus of Bosham	Norton	Rik	Sparkes Marina, Hayling Island
Phoebe	Brown	Richard	River Plym
Phoenix IV	Davidson	Brian	Torquay
Pipe Dream	Simmons	Roger & Glennis	Sutton Harbour, Plymouth
Punnibelle	Lloyd	Simon & Jenny	Gosport
Quintet	Innes	Calum	Burnham on Crouch Marina
Quintet of Southampton	Hammond	Nigel and Karen	Hamble River
Ready Salted	Sheridan	Steven	East Cowes Marina, IOW
Reefin	Morris	Ian	Royal Clarence, Gosport
Revivus	Scrase	Richard	Port Solent
Rio	Joyce	Kevin	Brixham
Runamyle	Bennett	Paul	Parkstone Bay Marina, Poole
Scala	Smith	Graham	Sovereign Harbour, Eastbourne
Schiehallion	Warren	John	Chichester Marina
Scirocco	Hookham	Philip	Hythe Marina, Southampton
Sea Dream	Smith	Bob & Claire	Premier Marina, Gosport
Sea Glass	Tillen	Alistair	Parkstone Bay Marina, Poole
Sea Symphony	Hunt	Richard	Southsea
Sedina	Nogueira	Antonio	Nieuwpoort, Belgium
Selkie	Stanley	David	Gosport
Sepideh	Hazell	Andrew	Shotley Marina
Sequana	Stallard	James Edward	Falmouth Marina
Seventh Heaven	Swinson	Robert	Weymouth
Shamrock	Crowe	John	Kilmore Quay, Co. Wexford
Smile n Wave	Banner	Mike	East Cowes Marina, IOW
Spin Dreams	Morgan	Sam	Cagliari, Sardinia
Spindrift	Charlton	Michael	Neyland Yacht Haven, Milford Haven
Spirit of Life	Plunkett	Louis	Valentia
Storm Dragon	Holmes	Edward	Hardway, Gosport
Suaineart	Houston	Richard	Loch Sunart
Sundowner	Lamb	Robin	Lefkas, Greece
Sunset Warrior	Sapey	Jon	Lefkas, Greece
Tallulah	Holroyd	Thomas	Plymouth
Tanami	Lane	Greg and Penny	Port Stephens, NSW, Australia
Tarka	O'Driscoll	John	Portland Marina
TBC	Overall	Chris & Julie	TBC

Yacht Name	Surname	Forenames	Mooring Location
TC	Ryan	Peter	Gosport
Teddy Rose	Scholes	Graham and Jane	Newhaven
Three Jays	Dale	Peter	Ipswich
Tickety Boo	Ward	Robert	Cardiff
Time Off	Harvey	Michael	Algarve, Portugal
Tortola Moon	Edgar	Fred & Yvonne	Town Quay, Southampton
Trifti	Parsons	Steve	Gosport
Truly Scrumptious	Withers	John	Gosport
Ultimo	Smart	Marcus	Conwy
Vela	Offen	Michael & Rowena	Gosport
Vis	Britten	Sue	La Linea, Spain
Wanda	Bradley	William	Helford, Cornwall
Winsome	Brooks	Stuart Henry	Lossiemouth
Wish	Reece	Clive	Port Solent
Xharbo 2	Jones	Nick	Plymouth
Yemaya	Temple	Jacqui and Ron	Roscoff, Brittany, France
Zenith Blue	McRoberts	Noel	Portland Marina
Zest	Lorkin	Marjorie	Brighton Marina

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