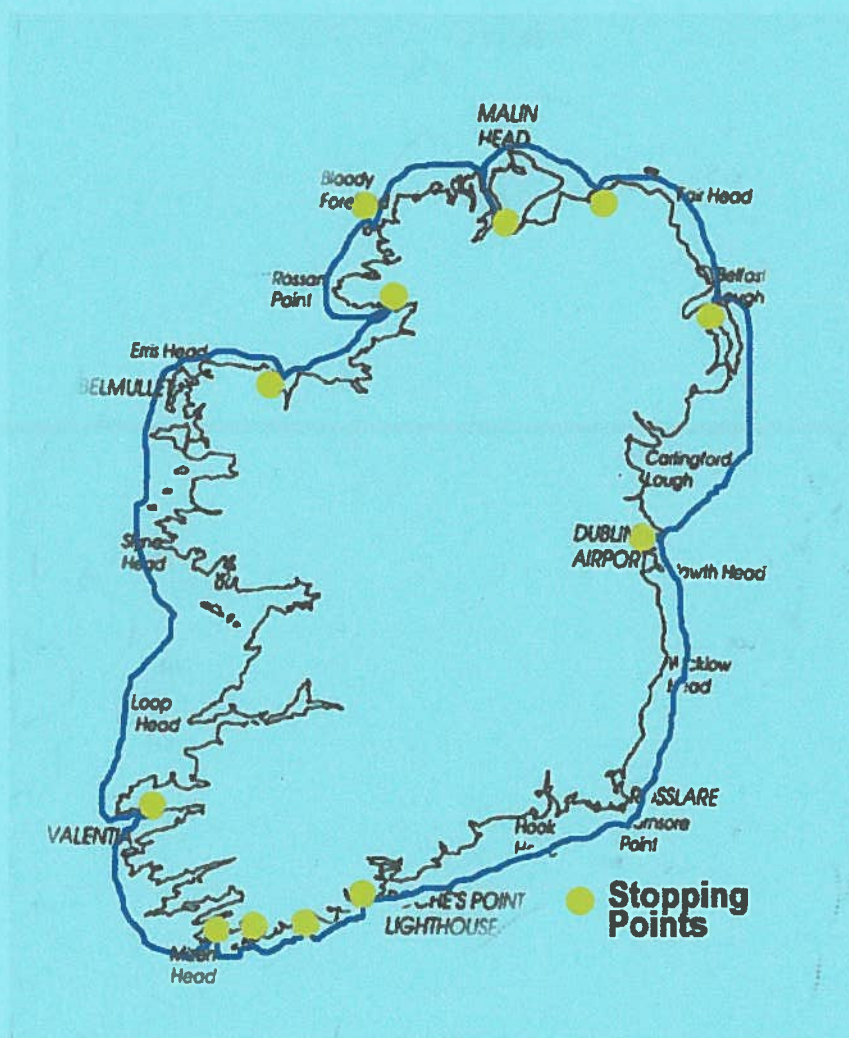


Yacht 'Calypso' (Jeanneau Sun Odyssey 34.2)

Log of a Circumnavigation of Ireland

Summer 2006



Skipper: Roger Greene

Day One Tuesday 6th June 2006

Malahide to Conningbeg Light Vessel

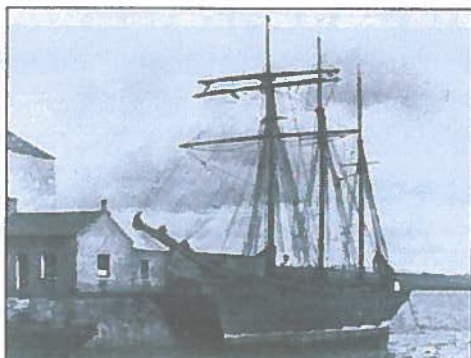


Having prepared the boat over the past week and loaded most of our baggage on Sunday and Monday we gathered this bright and beautiful but perfectly calm Tuesday morning at 06.45 hrs. And we were without the fog of recent days. As *Calypso* motored past the Short Deeps around 07.00 hrs. We were surprised to see a disappointed regular crew member, Anthony Moran, wave us 'bon voyage' from the bank. But some people have to work!

For the first leg of the voyage the crew comprised Sidney McInerney, David Haisley, Joe Dalton and self skipper Roger Greene.

We were again surprised – and delighted to see the *Kathleen & May* anchored north east of Ireland's Eye. A lovely sight in the early morning calm.

This restored three masted schooner is of particular interest to me. I was born in Youghal where my Dad was friendly with a Martin Fleming whose family had been merchants and ship-owners in the town for many years. The *Kathleen and May* had been one of their boats and was named after two daughters of the family. The adjoining illustration shows her moored at Green's Dock in Youghal in 1936. The Flemings sold her on to an old sea captain and his son who operated her up until 1960 when she was believed to be last trading sailing ship. She then lay derelict until spotted by Prince Charles who was influential in having her preserved and later restored. Remembering her early days she returned on a visit to Youghal in 2001 to mark the completion of the restoration work. Now well over 10years old she continues to make an annual visit.



Youghal 1936

The
Kathleen & May

Howth 2006



After rounding the Bailey the wind got up slightly but was on the nose. By the time we were off Bray the wind had filled in to 13 knots – great for boats going north but we were going south. So it was motor only with the tide under us to the Arklow Banks wind generators. There was very little traffic with just a few yachts spotted around 17.00 hrs. And so it remained until we passed the Tuskar around 22.00 hrs. when the wind again died completely.

The monotony was relieved around 20.40 hrs when four very large pilot whales appeared right beside *Calypso*. However, they disappeared before a camera was produced.

A very tasty fish lasagne, pre-cooked by Joe's wife Geraldine went down very well.

A school of dolphins, large and small, played around our bow shortly after 10 pm and when the sun set as we passed the Tuskar the sea was flat in windless conditions with a half moon in a clear sky. We saw three coasters before passing a mile south of the Conningbeg Lightship at 15 minutes to midnight.

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: Nil</i>	<i>Under power only: 95</i>	<i>Total: 95</i>
<i>Distance to date</i>	<i>Nil</i>	<i>Nil</i>	<i>95</i>	<i>95</i>
<i>Weather this day</i>	<i>Fine with wind from South varying from zero at start to 14 knts. at 14.00 hrs to calm later</i>			

Day 2 Wednesday 7th June 2006

Cunningbeg L.V. to Kinsale



We continued to have visits from frolicking dolphins during the night in a flat sea and no wind with the barometer steady at 1030 hpls. Off Roches point around 09.30 hrs. we came on a basking shark but he dived as we approached.

With time to spare on a beautiful morning we went in close to the Sovereigns to Oysterhaven for a look around. Although undoubtedly a pleasant anchorage we were somewhat disappointed. The distance to shore is substantial and an outboard on the dinghy is highly recommended.

We proceeded to Kinsale where Martin Clancy (*Banba*) was waiting to take our lines at 12.50 hrs. after 30 hours of motoring on a flat sea. We got the last alongside berth so expected others to tie up outside us later. However, I met the marina manager to pay our berth fee and he kindly suggested I could replenish diesel stocks at Atlantic yacht Charters and then move into an inside berth. The diesel had run out but a delivery was imminent so we pottered around before tying up outside another yacht at the fuel dock. We were refuelled second and greatly surprised to be told we had taken 90 litres and at a price of almost €1 per litre. I think they neglected to zero the pump and we paid for the boat before us as well as ourselves but were assured this was not so. Subsequent monitoring of *Calypso's* fuel consumption convinced us we were stung as normal consumption is less than two litres per hour and not three as appeared to be the case on the journey from Malahide when conditions were ideal though we were motoring fairly hard. It was subsequently to cause us unnecessary concerns about running short of fuel on the West Coast.

All in the glorious sunshine had a pleasant time before visiting Kinsale Yacht Club for a few cool pints. We dined aboard again on another of Geraldine's gorgeous dishes – a pork stew this time - and then repaired once more to the yacht club for a nightcap to round off a very pleasant day.



Merry mariners in Kinsale

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: Nil</i>	<i>Under power only: 95</i>	<i>Total: 74</i>
<i>Distance to date</i>	<i>Nil</i>	<i>Nil</i>	<i>169</i>	<i>169</i>
<i>Weather this day</i>	<i>Sunshine and calm</i>			

Day 3 Thursday 8th June 2006

Kinsale to Castlehaven



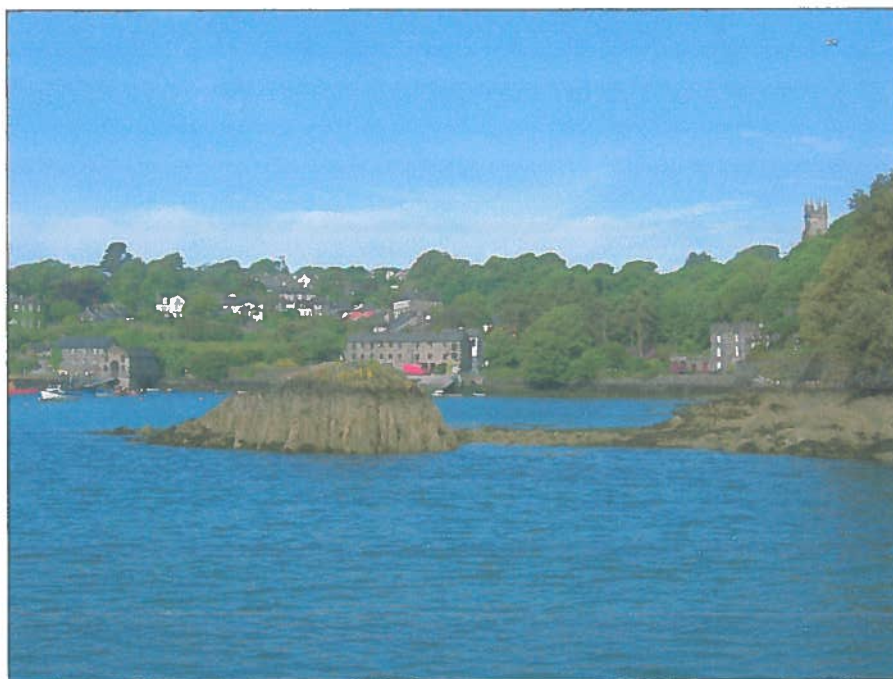
We showered and breakfasted in Joe's apartment and said goodbye to David who was catching the bus and train back to Malahide.

We were on our way again about 10.30 next morning and had a nice run out to the Bulman but then ran into sea fog. It became more or less dense through the morning – worryingly so at times. We got quite a fright when a yacht suddenly appeared close by going the opposite direction. At another stage when the fog lifted we identified *Banba* a few cables away. The fog lifted around lunchtime and we drifted along goose winged in a Force 2. The original intention was to join *Banba* in Glandore for the night but we decided later to push on to Castlehaven in beautiful Castletownsend.

One is never sure as to how strong or well maintained a mooring buoy may be so inspected various mooring buoys in the anchorage and eventually came across one with a boat name and a mobile phone number. Sidney phoned and permission was readily granted.

After a few Heinekens we did Claire's pre-cooked curry full justice dining out in the cockpit in the glorious evening sun. It was decided best not to inflate the dinghy to go ashore to the local hostelry and we opted instead for a quite night.

We learned subsequently that the *Banba* had a very unpleasant night in Glandore and actually broke adrift for period.



Castletownsend or Castlehaven, West Cork

<i>Sea Miles This day</i>	<i>Sailed: 10</i>	<i>Motor sailed: 19</i>	<i>Under power only: 4</i>	<i>Total: 33</i>
<i>Distance to date</i>	<i>10</i>	<i>19</i>	<i>173</i>	<i>202</i>
<i>Weather this day</i>	<i>Early sea fog clearing to sunshine, Wind S.E. Force 2-3. Barometer steady around 1026</i>			

Day 4 9th June 2006

Castlehaven to Baltimore



Up and away about 9 am with a brisk Force 5 easterly taking us bowling along under full sail. Great to have the engine off and listen to the swish of the waves at the bow. We went outside the Stags and then ran west along the coast before gybing in towards the Baltimore entrance.

Shortly after mid-day we were nosing around inside Baltimore harbour debating whether to take up a mooring and have to pump up the dinghy to get ashore or to tie up at the pontoon. The latter is rather rough and ready, gets crowded and can be uncomfortable in a blow. As it was a lovely sunny day we opted for the pontoon and true to form it was uncomfortable with a surge and we had two other yachts rafted up outside us by late afternoon.

Emma Hurley arrived by bus around 14.30 hrs to join us for the rest of the cruise.

The initial plan being considered was to go through the North Passage between Sherkin and other islands and the mainland to Schull. However, a local charter skipper advised against this given our lack of a detailed chart and the blustery winds. He also cautioned us against going outside as the wind was rising to force 6 and the seas were likely to be nasty.

Much discussion ensued as to whether to stay at the pontoon, seek a mooring or drop anchor. Eventually decided to decide nothing so we doubled our lines and stayed put! Then we tried to do some pilotage planning but again somewhat dysfunctional so all decisions postponed till the morrow and we retired to Bushe's bar to enjoy some refreshment in the sun.



Being stormbound has its compensations!

<i>Sea Miles This day</i>	<i>Sailed: 13</i>	<i>Motor sailed: Nil</i>	<i>Under power only: Nil</i>	<i>Total: 13</i>
<i>Distance to date</i>	<i>23</i>	<i>19</i>	<i>173</i>	<i>215</i>
<i>Weather this day</i>	<i>Warm and sunny with a Force 5 Easterly rising later to 7.6. Barometer around 1017</i>			

Day 5 10th June 2006

Baltimore



Last night was not pleasant on the pontoon due to the surge and two yachts, similar in size to *Calypso*, rafted outside us.

The forecast was for south easterlies in our sea area in the strength range 6 to 8 so we decided to stay in port.

Our multiple warps required regular adjustment as they stretched, as did the seven fenders deployed between *Calypso* and the pontoon. We received some consolation on being told by a skipper on a mooring that he had spent a very uncomfortable night and was seeking to find a berth at the pontoon.

All yachts stayed put, even the French boat moored alongside us.

We ate the last of Geraldine's dishes out of the fridge – a fish lasagne this time.



We were amused to see a small open boat with an outboard taking a horse on a lead for a fairly lengthy swim around the harbour.

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: Nil</i>	<i>Under power only: Nil</i>	<i>Total: Nil</i>
<i>Distance to date</i>				<i>215</i>
<i>Weather this day</i>	<i>Sunny with fresh gusty winds. Force 5 to 7</i>			

Day 6 1st June 2006

Baltimore to Crookhaven



Today dawned sunny, still breezy and cooler. The French left for Cape Clear. Although it was still blowing 5/6 we had had enough of being buffeted on the pontoon and decided after lunch to go to the harbour mouth to access conditions outside and if not good to come back in and go on a mooring.

As predicted by the locals, the sea state was lively but not intimidating. Having had a look at the Gascanane Sound between Clear and the mainland we were not confident about going through so proceeded to round Cape Clear. Off the tip of the island we met large confused seas but *Calypso* handled these in fine style and after a brisk reach we were on a visitor mooring in Crookhaven by 19.00 hrs.

As it was a damp and cool evening we stayed on board and Emma cooked a chicken and couscous curry.



This super yacht from the Caymans was sheltering in Baltimore

<i>Sea Miles This day</i>	<i>Sailed: 12</i>	<i>Motor sailed: Nil</i>	<i>Under power only: 5</i>	<i>Total: 17</i>
<i>Distance to date</i>	<i>35</i>	<i>19</i>	<i>178</i>	<i>232</i>
<i>Weather this day</i>	<i>Bright with southerly winds gradually moderating from Force 6 to 4. Barometer around 1016</i>			

Day 7 12th June 2006

Crookhaven to Dingle



There was a small craft warning included in the forecast with 3.5 metre waves at Met Buoy 3 (off Kerry coast).

It was blowing a full Force 6 southerly and misty when we left early this morning and on approaching Mizen Head it was on the nose so it was all sail down and on with the engine as we ploughed through big confused seas. Once round the Mizen the engine was cut and we made good speed on jib only for an hour or so but a further course alteration off Sheep's Head called for the engine again. The wind eased back to Force 5 and veered south westerly but the seas made it too risky to put crew forward to take off the main sail cover and put in the required reefs so we motor sailed. By lunch hour we had passed between Dursey Island and the Bull Rock and its associated rocks, Cow, Calf and Heifer. Around 16.00 hrs we transited between the Great and Little Skelligs, which unfortunately were shrouded in mist, and the turbulent seas ruled out any thoughts of a close approach let alone a landing. Shortly after the weather began to improve with a reducing wind and weak sun and by the time we had left Valentia Island astern the sea was calm. Fungi greeted us as we entered Dingle about 20.30 hrs.

Our sail plan to-day was constantly evolving because after leaving Crookhaven our plan was to test the conditions and possibly make Lawrence Cove on Beare Island and we gave a 'TR' accordingly to Mizen Radio. However, off Sheep's Head we decided to round Dursey Head and possibly anchor in Garnish Bay nearby. Again, on passing the Bull Rock off Dursey Head a course was set for the Skelligs and we logged a fresh 'TR' with for Valentia Island. Later, encouraged by the improving weather and good progress to date, we changed this again when we decided it was more favourable to head for Dingle than to go into Cahirsiveen.



Joe with the Skelligs in the background

<i>Sea Miles This day</i>	<i>Sailed: 6</i>	<i>Motor sailed: 53</i>	<i>Under power only: 6</i>	<i>Total: 65</i>
<i>Distance to date</i>	<i>41</i>	<i>72</i>	<i>184</i>	<i>297</i>
<i>Weather this day</i>	<i>Murky with fresh winds. Later weak sunshine and calm. Barometer rose from 1017 to 1021</i>			



A rest day to-day.

Jack and Leo on Gadget, who had left Malahide a few days ahead of us, were in the Dingle marina where they had been stormbound for the past four days. They joined us for a meal up town last night and their frustration was evident. However, they were away early this morning and we were to learn later that they pressed on to Malahide with just about two stops.

The news of C.J. Haughey's death broke mid morning and the media descended as, of course, he had done great things for the town, especially the fishing community. Photographers and a camera crew were busy interviewing around his bust on the new wharf where floral wreaths quickly appeared. Helicopters and a light plane circled overhead.



Charlie Haughey and Fungi – two of Dingle's most famous characters.



<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: Nil</i>	<i>Under power only: Nil</i>	<i>Total: 297</i>
<i>Distance to date</i>	<i>41</i>	<i>72</i>	<i>184</i>	<i>297</i>
<i>Weather this day</i>	<i>A bright sunny day.</i>			

Days 9 & 10 14th - 15th June 2006

Dingle to Broadhaven



Fungi appeared again to see us off in bright sunshine but little or no wind and a flat sea. Passing through the Blasket Sound, where we had 1.5 knots of tide against us off Sleah Head. A course was set for Slyne Head (013° m) at the western end of Galway Bay. However, the wind began to fill in and shifted around so all sail was hoisted and we bore off to motor sail in beautiful sunny weather and a reasonably calm sea.

Around 19.00 hrs the genny was rolled in to facilitate the cooks (Emma and Sidney). After dinner as the wind died to Force 1-2 the main was dropped and course resumed (350°) for Slyne Head making about 4.7 knts. but with .2 knts tide against us.

Following a nice sunset Emma and I did the 23.00 hrs. to 02.00 hrs. watch and experienced a wonderful moonrise. We had lots of dolphins playing around the boat in the course of the day and night.

By dawn at 05.30 hrs. we were 3 miles due west of Slyne Head and still motoring but getting anxious about our diesel reserve so it was decided to head for Clare Island to re-fuel. Knowing Richard McGovern had connections on the island I sent him a text message around 6.30 am and he replied a few hours later to say no diesel readily available at the island pier so it was out to sea again.

As the wind had returned we pressed on under sail only but soon had to motor sail again as we passed 1.5 miles west of Inishshark. By mid-day we were sailing again and passed close under the dramatic towering cliffs at Achill Head but unfortunately visibility had deteriorated in mist.

The wind had by now freshened to Force 4 –5 and backed from north west to south west. We gybed back and forth as we ran inside Black Rock and between the Inishkea Islands and the Mullet travelling more or less north. Then about 17.00 hrs we rounded Eagle Island and set a course for Killybegs and sailing briskly. However, the weather began to deteriorate as the barometer fell and as we passed Erris Head I suggested we consider going into Broadhaven (home of the Rosport 'Shell to Sea' campaigners) rather than night sail in heavy rain across Donegal Bay to Killybegs. We picked up a Mayo Co. Council mooring between two other visitors, battened down the hatches and had a lively evening of good conversation and craic over a meal and nice wine.



Dolphin off the Clare coast



Sunset west of Galway Bay

<i>Sea Miles This day</i>	<i>Sailed: 49</i>	<i>Motor sailed: 45</i>	<i>Under power only: 71</i>	<i>Total: 165</i>
<i>Distance to date</i>	<i>90</i>	<i>147</i>	<i>294</i>	<i>531</i>
<i>Weather this day</i>	<i>Mostly fine till end. Wind backed from SE to SW and around Force 2 – 4. Barometer gradually fell from 1028 to 1022</i>			

Day 11 16th June 2006

Broadhaven to Teelin



6 a.m. next morning saw Emma and myself up to cast off accompanied by one of the neighbouring boats and head out into Donegal Bay in rain and little wind but a forecast of better things to come. Passing between the Stags of Broadhaven and the towering mainland cliffs we headed directly for Killybegs, 60nm to the NE, whilst the other boat disappeared W. towards Sligo. With all sail up and the engine off we were making good time but our joy was short lived as the wind dropped steadily during the course of the morning and died in the early afternoon. Having motored in flat calm we arrived in Killybegs about 16.30 hrs. We radioed the port office to enquire as to where we could pick up diesel and water and got the distinct impression that yachts were not welcome in this large fishing port. There were very extensive new quays with many very large trawlers, most of them apparently laid up. There was precious little activity for such a large modern harbour and it was a somewhat depressing sight.

Eventually a trawler man gave us a mobile number for an oil supplier who obligingly arranged to meet us at a particular pier with his oil truck. To my surprise the tank only took 40 litres to fill and to my even greater surprise the cost was just €18, less than half the Kinsale price per litre. *Calyso* had run 34 engine hours since the last fill in Dingle and used only 40 litres!

The amount of fuel apparently taken on in Kinsale had indicated a surprising consumption rate of almost 3 litres per hour and had we been confident of the much lower subsequent fuel consumption we might well have pursued a considerably more winding and leisurely course up the west coast.

Joe went for 'fish & chips' (? 'Donegal Catch') which were consumed in the cockpit and washed down with several bottles of wine in the warm evening sun. As we were not too enamoured with Killybegs we cast off again about 19.15 hrs. and motored 10 miles or so west along the coast of Donegal Bay to the delightful little inlet of Teelin. We could see none of the promised visitor buoys but a fisherman directed us to a private unoccupied mooring which he assured us was fine for the night. We could see no sign of a pub or shop ashore so we stayed on board.



The Stags at Broadhaven in the early morning rain and Teelin bay in the evening calm

<i>Sea Miles This day</i>	<i>Sailed: 6</i>	<i>Motor sailed: 41</i>	<i>Under power only: 24</i>	<i>Total: 71</i>
<i>Distance to date</i>	<i>96</i>	<i>188</i>	<i>318</i>	<i>602</i>
<i>Weather this day</i>	<i>Rain cleared early and wind died. Nice evening. Barometer steady at 1021</i>			

Day 2 17th June 2006

Teelin to Aranmore



It rained heavily during the night but had cleared by morning.

Teelin also had a small new pier with free water and power, courtesy of Donegal Co. Council, but not a single trawler. However, having topped up our water supply, we did not dally for long and were on our way again by 10.30 am. We got a nice Force 4 wind when we came out so it was all sail set and engine off but within 10 minutes the wind had died so on again with the thumper and jib furled. We passed inside notorious Rathlin O'Beirne Island and around noon picked a fine fresh south westerly affording us some exhilarating sailing under the great sea cliffs of Slieve League, said to be the highest in Ireland, and aiming for Portnoo.

Delighted with our fast progress it was decided to push on to Aran Island, which was skirted on the outside to enter the Sound from the North rather than the tricky South passage. Once again a free mooring was found in 2m of clear water over a sandy bottom but the night was wet and we did not go ashore. This was the fourth night that we had not been ashore but we were well stocked with provisions with the fridge helping greatly to keep food and milk fresh. Quartermaster Joe had wisely lain in sufficient liquor for such an eventuality!



Sidney draws the short straw

<i>Sea Miles This day</i>	<i>Sailed: 30</i>	<i>Motor sailed: 3</i>	<i>Under power only: 5</i>	<i>Total: 38</i>
<i>Distance to date</i>	<i>126</i>	<i>191</i>	<i>323</i>	<i>640</i>
<i>Weather this day</i>	<i>The early rain cleared for an overcast day but rain returned in the evening. SW winds around force 4. Barometer dropped slowly from 1019 to 1015.</i>			

Day 13 18th June 2006

Aranmore to Lough Swilly



The forecast for to-day was for SE to SW winds increasing to force 5 but ominously rising to near gale force on the 20th.

Once again Emma and I were the early risers and having breakfasted we cast off at 8 am in heavy mist and no wind, that later alternated between bright spells and heavy rain as we crossed The Rosses Bay. The jib was rolled out for a time but it was of little help though we were making good progress over the ground as we approached Tory Island with the tide under us. We had no detailed chart or sailing directions so Sidney called the hotel by phone and was advised that there was plenty of depth and clear pier space and to approach West Town via the difficult-to-spot leading lights.

We entered behind a modern breakwater/pier and tied up at steps but had to move almost immediately as the ferry from the mainland was due in to berth there. We had difficulty getting off the berth due to boats fore and aft, warps in the water an on-pier wind and an adverse prop kick. And all the time the rain was coming down in torrents. We settled at a new berth at the outer end of the pier, the rain eased and eventually stopped. I mended the autohelm that had come apart whilst Sidney and Emma went for supplies. They met and were greeted by the 'King of Tory'. I walked up to the main street of West Town, which was pretty wet and miserable as can be seen in the accompanying photograph.

Seventy-five minutes later we were on our way again on a flat sea. A breeze came up for a short while and the genny helped increase our speed but it soon died again. Further heavy showers followed as we pursued a direct course for Fanad Head passing spectacular scenery and beaches. Entering Lough Swilly we had a long 12-mile push up the Lough in driving rain and poor visibility and with a strong wind on the nose.

We had difficulty in negotiating the last few hundred metres to the beginning of the otherwise well buoyed channel to Fahan Marina and were almost touching the bottom at times but once in the channel everything was fine. The marina is large but only half has been dug out. We were welcomed and directed to a handy berth by a local yachtie. The very poor shore facilities were locked. Joe checked out a nearby pub/restaurant but was not impressed so we stayed on board to eat. Meantime the rain continued to sheet down.



A wet Sunday on Tory Island

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: 12</i>	<i>Under power only: 43</i>	<i>Total: 55</i>
<i>Distance to date</i>	<i>126</i>	<i>203</i>	<i>366</i>	<i>695</i>
<i>Weather this day</i>	<i>Miserably wet for much of the day with light winds. Barometer dropped from 1009 to 1001</i>			

Day 14 19th June 2006

Lough Swilly to Portrush



There was just one shower working in the dilapidated portacabin that passed for marina shore facilities. To gain access one had to seek the lady in the marina office some 100m away across rough reclaimed ground. She apologised for the poor facilities and did not charge a berthing fee. Indeed, to her credit she was most helpful and drove Emma to a shop some distance away for supplies. She gave me her 'Irish Times'. The message on the prominently parked red trailer explains much and reads as follows:



Lough Swilly Marina Limited

A 406-berth marina project costing 8 million – the largest flagship marine leisure and tourism project undertaken by private developers in County Donegal – has to date:

NOT been assisted by Donegal County Council or any local Fianna Fail councillor

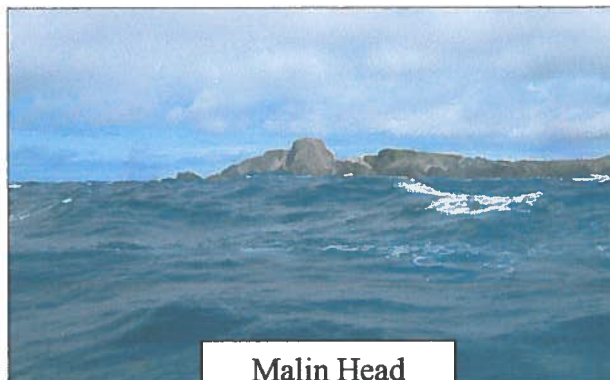
NOT been promoted by the chairperson of the Dail committee on tourism Deputy Keaveney

NOT been assisted by the Department of Communications, Marine and Natural Resources

NOT been funded by any of the Funding Agencies established to promote inward investment and employment in this economically deprived border area.

The forecast was for west to southwest winds at Force 4 to 5 but rising to Force 7 by nightfall. Of more concern was the forecast gale to strong gale due to-morrow.

No depth worries on leaving in a cool fresh breeze but once out in the Lough proper the wind was once again on the nose with a short chop and light showers. At the mouth of Lough Swilly we met big rolly seas northwest of Malin Head. This head, so familiar from weather forecasts, is low lying and rather insignificant when viewed from the water.



Malin Head

With up to 2.5 knots of tide with us we shot through Inishtrahull Sound and onwards and made rapid progress eastwards under engine and genny. We planned to seek shelter in Greencastle at the mouth of Lough Foyle but the almanac stated it was a small busy fishing port and only an emergency refuge for yachts. Sidney suggested trying Portrush and he rang the yacht club that said there was a berth available on the pontoon in the harbour. We duly arrived about 20.30 hrs. The small harbour here has a pontoon inside the high harbour wall and we squeezed in between a trawler and a small tugboat. There was a large jack-up drill rig against the pier between the harbour mouth and us.



Emma concentrating at Inishtrahull

We enjoyed a great steak in the Harbour Bistro and a nightcap in a quiet yacht club bar afterwards.

Sea Miles This day	Sailed: Nil	Motor sailed: 32	Under power only: 12	Total: 44
Distance to date	126	235	378	739
Weather this day	Misty at first, clearing later. Wind dropping from Force 5 to 2. Barometer rising slowly.			

Days 15 to 17 20th – 23rd June 2006

Portrush



Gales, gales and more gales. Force 7 to 8 predicted, then 8 to 9 and would you believe storm force 10. The Navtex, as will be seen from the attached samples, was spewing out warnings from both the Irish and UK Met Offices of Storm Force 10 for sea area Malin. The highest recorded by *Calypso* behind the shelter of the high pier was 45 knots which is at the upper end of Force 9.

On the 20th we doubled up our warps and deployed all seven of *Calypso*'s substantial fenders. There was some surge and also a fair slop. I spent an uncomfortable night listening to the wind howling and the warps and fenders creaking and groaning. I was up during the night adjusting and tightening lines. In the morning the concerned and helpful harbourmaster gave us another very large fender.



Storm conditions outside entrance to Portrush

I got a call from home on the morning of the 21st necessitating my immediate return by train to Malahide but I was confident in leaving *Calypso* in the competent hands of Sidney, Emma and Joe.

Joe's sister came to visit and later drove Joe and Emma on a visit to Coleraine leaving Sidney to mind the boat and ready it for a resumption of the voyage as soon as the weather abated. They dined well each night in the excellent nearby restaurants and watched soccer World Cup action in the yacht club.

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: Nil</i>	<i>Under power only: Nil</i>	<i>Total:</i>
<i>Distance to date</i>				
<i>Weather this day</i>				

Day 18 23rd June 2006

Portrush to Bangor



The forecast on the evening of the 22nd for the following day was encouraging and so all were up early for a 07.00 hrs departure on the 23rd. It was lumpy leaving. With a Force 4 westerly, using engine and jib, they were around the corner and heading southeast before the tide turned against them around 11.00 hrs. Then the wind began to oscillate all over the place and almost died so the jib was furled and the 'iron horse' was left to work alone. Passing the Hunter Rocks near Larne by 4pm *Calypso* was snugged up in Bangor Marina by 19.15 hrs.



The *Jeanie Johnston* at Bangor

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: 30</i>	<i>Under power only: 33</i>	<i>Total: 63</i>
<i>Distance to date</i>	<i>126</i>	<i>265</i>	<i>411</i>	<i>802</i>
<i>Weather this day</i>	<i>Misty with light showers. Wind decreasing from Force 4 to 3 and variable in direction. Barometer steady around 1018.</i>			

Day 19 24th June 2006

Bangor to Malahide



These being familiar waters, a 5 a.m. start was made next morning. Sidney was very pleased with the manner in which he reversed the boat out of its berth and down the trot. Then it was smartly out of Bangor and carrying the tide through the Donaghadee Sound with Emma on the chart plotter doing what she does best, calling the navigation shots. Motoring on in a flat calm and almost windless conditions the wind got up to a northerly Force 3 about 17.00 hrs. The mainsail was hoisted but it came down again a few hours later as the wind died once more. The sail cover went on for the first time in many days.

After a long day *Calypso* was back in her home berth in Malahide at 20.30 hrs. thus completing a nineteen day trip characterised by either too much or little or no wind and often from the wrong direction. 155 hours were spent at sea including two night sails. We used four marinas and two pontoons and over nighted in five anchorages. This crew are veterans of many cruises with me and, as always, we gelled extremely well.

Thank you Sidney, Emma and Joe.

Skipper Roger Greene

<i>Sea Miles This day</i>	<i>Sailed: Nil</i>	<i>Motor sailed: 13</i>	<i>Under power only: 69</i>	<i>Total: 82</i>
<i>Distance to date</i>	<i>126</i>	<i>278</i>	<i>480</i>	<i>884</i>
<i>Weather this day</i>	<i>Fine and calm. Barometer steady on 1016.</i>			