

# DELIVERY OF "WHITE PEARL" FROM TORREVEJIA TO MALAHIDE

Date	06- April 2019		Towards	CARMENNA, ES.	
From	TORREVEJIA, ES.		Tides for		
HW	ht	m	Range	m	ht
LW	ht	m	Range	m	ht
HW	ht	m	Range	m	ht
LW	ht	m	Range	m	ht
Tidal Stream Atlas reference port					
			1st HW	2nd HW	

Time	Course °C	Log	Dist	Lat. Wpt Brg	Long. Wpt Dist	Bar	Wind	Engine Oil / Temp. / RPM
10:30						1006	SSW/4k	EN
10:45	168°	<del>109.76</del>		37°57'64"N	0°41'40"W			
10:50	168°							
11:00	168°							
11:15	168°			37°55'30"N	0°41'39"W	1010	15k/250	OFF/1017
11:30	168°							
11:45	168°			37°57'47"N	0°41'40"W	1010	15k/250	ON/1017
12:00	168°			37°44'33"N	0°41'40"W	1009	15k/250	ON/1017
12:15	168°			37°44'33"N	0°41'40"W	1009	15k/250	ON/1017
12:30	168°			37°44'33"N	0°41'40"W	1009	15k/250	ON/1017
12:45	168°			37°44'33"N	0°41'40"W	1008	15k/250	ON/1017

Forecast	W - Gale W. 5-7 km/h	
Crew	Michael O'Connell, Anthony Moran	
	Timothy Goh, Yusef Togan, Seamus O'Connell	
Weather		
Remarks	Sailed LINES at MARINER SAIL, Start of first leg on Monday 2nd voyage to Malahide	
	Sailed LINES at MARINER SAIL, Main SAIL raised	
	Fuel - full tank, Water - full tank - Headsail out.	
	Time - this is what we signed up for - One day, Start at 5:00	
	Packed	
	Time short on arrival - 11:00 33/24 km.	
	Get down - direct to 9:00 9:00	
	at Mal 9:00 - awaiting bridge lift / untying.	
	At 10:00 Mal 9:00 - 10:00 Average 2400	
	log not working in an.	

PASSAGE TOTAL		RUNNING TOTALS	
Distance Logged	22	Distance Logged	
Underway	hrs	Underway	hrs
Engine Hours	3	Engine Hours	109(9)
Fuel Used	Litres	Fuel Remaining	Litres



Date	08 April 2019. - 05 April 2019									
From	Puerto del Huelmo d'Vergara Es Towards Cape of Gd Hope / ALMAZORA. -									
Tides for					Tides for					
HW	ht	m	Range	m	HW	ht	m	Range	m	
LW	ht	m	Range	m	LW	ht	m	Range	m	
HW	ht	m	Range	m	HW	ht	m	Range	m	
LW	ht	m	Range	m	LW	ht	m	Range	m	
					1st HW					2nd HW
Tidal Stream Atlas reference port										

0915	214°	11026			37°32' 864	1°15' 889 W	1019	73K	ON (10597)	Direct	Ship down, no strain cap (left bags under door taken off)
1155	218°	11036		3.7K	37°37' 25' 471	1°17' 197	1019	0°	ON (10624)	✓	17K will extra noise! Current too, some for a long day, Great of all -
1245	215°/217	11039	13	3.7	37°22' 970	1°24' 142	1019	0°/16K	ON	✓	VMB 2.7-3.5 SOC 3.7
1322								0°	ON		Paul Ben on 24. 14K for a small boat or motor → ES.
1620	218°	11050	24	3.0	37°14' 946	1°33' 329 W	1017	0°	ON (10676)	✓	Seas 2m, calm
1802	218°	11055	29	3.5	37°11' 600	1°37' 232	1016	0°	ON (10688)	✓	Cloud CGS 2340 VMB Wind 2.7K
2020	210°	11063		4.1	37°05' 072	1°44' 140 W	1016	0°/17K	ON (10745)		Cloud, New Lights SW, Watches act 21-23:00 03-06:00
2204/19											
0100	215°	11080		3.9	36°31' 783	1°53' 121 W	1017	0°/17-22K	ON (10750)		Clear sky, sun, clouds east. COE 218° VMB 4.2K [FEB 2019] 3000 RPM
0200	215°	11084		4.5	36°48' 461	1°59' 047 W	1017	45°/22K	ON (10766)	✓	gulls 24-25K. COE 240° VMB 2.0K [FEB 2019] 3000 RPM
0500	210°	11088		3.7	36°45' 046 N	2°02' 045 W	1018	45°/22K	ON (10777)	✓	ON 0.210 NH. COE 210° VMB 0.5K [AN/HF] 3000 RPM
0800	220°	11088		1	36°41' 765	2°02' 310 W	1018	✓	✓	✓	UP. Cap COE 220° [AN/HF] MHC
0400	222	11096			36°43' 315 W	2°14' 74 W	1017	20	ON 1078		[FEB 2019] 3000 RPM
0700	307	11099			36°40' 154	2°15' 108 W	1019	18			
1020		11115	89	-	36°49' 829	2°22' 775 W	1019	-	OFF		Am First Manned Vbe, Almazora.
1425		11115							ON 1084(10)		Ship down, rest, ahead, above, & bite to act.

PASSAGE TOTAL		RUNNING TOTALS			
Distance Logged	89	Distance Logged	15.1	days	hrs
Underway	25	Underway	5	hrs	37-10
Engine Hours	25	Engine Hours	5	hrs	37-10
Fuel Used	10.75%	Fuel Remaining	Litres	Litres	Litres

Date		09 - 04 - 2019									
From		Towards									
Tides for		Tides for					Tides for				
HW	LW	HW	LW	HW	LW	HW	LW	HW	LW	HW	LW
ht	ht	ht	ht	ht	ht	ht	ht	ht	ht	ht	ht
Range	Range	Range	Range	Range	Range	Range	Range	Range	Range	Range	Range
1st HW	2nd HW										
14:15	14:45	1115	—	1115	—	1115	—	1115	—	1115	—
17:30											

Time	Course	Log	Dist.	Wpt	Lat.	Long.	Bar	Wind	Engine	Weather	Remarks
14:15		1115							ON 10846		Ship line Almeria
14:45		—							OFF		Engine cut out, Assistance requested from Cuadrolar & Port.
17:30		1115									At Port, Commercial Harbour, Almeria.
											Contact mechanic c/o Cuadrolar, fuel filter checked, changed.
											Waste gushing & 30km, headwind only, out returning to Port.
											Fuel Filter PF937
											Changed. BF825

PASSAGE TOTAL		RUNNING TOTALS			
Distance Logged		Distance Logged			
Underway	hrs	Underway	m	days	hrs
Engine Hours	hrs	Engine Hours	m	Engine Hours	
Fuel Used	Litres	Fuel Remaining	Litres		

FEDERICO CAMPOS  
(YATCH MARINA)  
MECHANIC  
MARINA YATCH PHONE  
NUMBERS  
950.230.790  
950.621.147

Almeida 10-04-2019 36°45' 07" 2'27.775"

Date	Almeida	10-04-2019	36° 45' 07" / 2° 21' 775"	Towards	Towards De Almeida
From					
Tides for					
HW	ht	m	ht	HW	m
LW	ht	m	ht	LW	m
HW	ht	m	ht	HW	m
LW	ht	m	ht	LW	m
Tidal Stream Atlas reference port				1st HW	2nd HW

Time	Course °C	Log	Dist.	Way	Lat. Wpt Brg	or	Long. Wpt Dist.	Bar	Wind	Engl. Oil / Temp
0830	—	11126	—	—				1018	44k	OFF
0915										ON / 110
1155	197	11126								ON
1200	120°									ON
1214	219°	11127	1	3.6	31° 48' 919N	2° 28' 042-		1018	30° / 44k	OFF
1300	187	11130	3	2.6	36° 46' 373N	2° 31' 168		1018	14° / 36k	ON
1330				4.9					35 / 44k	ON
1405	193°	11134	4	4.6	36° 44' 093	02° 31' 670		1017	37° / 64k	OFF
1415		11135		6.1	36° 44' 934	02° 35' 680		1017	37° / 16k	OFF
1520	207°	11140	14.7		36° 44' 934	02° 35' 680		1017	43° / 14k	ON
1613	295°	11143		3.5	36° 4			1017	0N / 10	ON
1720	170°	11147		4.1	36° 40' 745	2° 40' 671		1017	36° / 24k	ON
2000	—	11156	30	0	36° 41' 752	2° 47' 625		1016	—	ON / 10
2050		11156	30	0				✓		OFF / 10

[illegible]

few ribs from ~~Moroccan~~ <sup>Algeria</sup> also available. Speed too low  
afforded, ship was from Commercial Maritime by  
beach. Contact Tabet Capt. Ch. 12. No Koffiz, OK to proceed.  
Rib engine blowing and tow. 2nd rib attached and shoot push to beach.  
All foot Moroccan <sup>Civilian</sup> Manx, awaiting mechanized delivery filter for  
\* Refueled 46 L in tank plus 36 L for drums. Drives up hill  
to contact Algeria. Locally people, great assistance.  
Main + jump out. Engine off.  
Engine on light is. 2000 RPM. COG 185°  
  
OFF ENGINE. VMs 3 km. <sup>Near</sup> Security clearing firing 37' 34' 25N / 0° 2' W  
1 REST HAIL, 16 KM W, 6.1 KM boat speed  
Penalty, <sup>clearly</sup> ~~unseen~~ min 900 3 km, COG 197°  
Rapid Hail!  
Refuel main. Sea 2-3m. COG 285°  
algeria ribs still in line waiting back (8) total in tanks  
Main sail down, later replaced REFUEL 1200 46 litres O Algeria  
[ stopping left ahead of after  
Antennas ] PASSAGE TOTAL RUNNING TOTALS

[illegible]

Nice boat, midtown adjacent to  
Stark block + Klotzmarkt 2000 RPM.  
Reminds Anthony of Dallas not Grenada  
in the 80s & 90s.



Date	12-04-2019 - 13-04-2019.		Towards Gibraltar + North → La Linea				
From	MORNING - 0800 EST.						
Tides for	Tides for						
HW	ht	m	HW	ht			
LW	ht	m	LW	ht			
HW	ht	m	HW	ht			
LW	ht	m	LW	ht			
0650	—	11209	36° 43' 472	30° 43' 331	1020	—	ON / 1104 (7)
0700	2170	11210	36° 43' 071	30° 43' 370	1020	—	ON / 104 (8)
0945	2108	11219	36° 038.690	3° 04' 174	1021	084	ON / 107 (6)
1120	2350	11236	36° 31' 746 N	1° 12' 691 N	1022	30° 34	ON / 112 (1)
1730 } 1840 }	2430 } 2430 }	11251 } 11251 }	36° 21' 607 N } 36° 29' 607	1° 31' 835 N } 1° 31' 835 N	1020	30°	ON / 116
2000	2440	11259	36° 27' 081 N	1° 39' 364 N	1020	50° 64	ON / 118 (1)
0320	2410	11277	36° 17' 753	1° 58' 175	1022	50° 64	ON / 1125 (1)
0830	2280	11292	36° 05' 896	5° 11' 861	1022	120	ON / 1130 (1)
1145	—	11305	36° 09' 496	5° 21' 081 N	1023	074	074

Forecast	History - 4-10 knots on the nose.
Crew	Michael, Anthony, Zimbar, Sam Lawrence.
Remarks	<p>110% Slip Lines 2000 RPM. COG 212° 2100 RPM. COG 244° 2500 RPM. → Point de l'atome 212C COG 213° 2500 RPM → HANOA DTW 60.5NM from HOA [Sons Bv check down if water ingress, drain wire from under section floor, check head bolts, day. Check anchor lock &amp; forward cabin day. ✓ COG 257° 2500 RPM, main sail. COG 232° 2500 RPM, main reef. DTW 41NM. COG 242° 2500 RPM, FWD NAV LIGHTS INTERMITTENT FAULT. Pump Out - boost at Manovero with 20 # Bar on board, keep lookout. All fast da kudee Reception berth, finally no fuel @ Queanung.</p>



Date	10 <sup>th</sup>	MAY	2019	Towards	CASCALS	PENICULT
From	LAGOIS					
<b>Tides for</b>						
HW		ht	m	Range	m	ht
LW		ht	m	Range	m	ht
HW		ht	m	Range	m	ht
LW		ht	m	Range	m	ht
<b>Tidal Stream Alias reference port</b>						
				1st HW	2nd HW	

Time	Course °C	Log	Dist.	Leg- Way	Lat. Wpt Brg	Long. Wpt Dist.	Bar	Wind	En- Oil /Ten
10-00	240								
12-00	240	1519.6	7.6m	4.2m	37° 01' 58N	08° 48' 05W	1022	AWS: 9kn TWS: 40	1172.3
15-00	350	1589.6	17.1m	3.5m	37° 01' 47N	09° 00' 11W	1022	AWS: 11kn	1176.0
20-00	350	1606.1	34.2m	4.0m	37° 19' 57N	09° 04' 58W	1022	AWS: 11kn	1180.9
09-00	345	1642.4	70.5m	3.4m	38° 03' 18N	09° 15' 33W	1024	AWS: 17kn	1194.0
14-30	000	1663.7	91.3m	5.5m	38° 28' 00N	09° 20' 55W	1024	AWS: 12kn	1199.4
18-00	-	1677.0	105.0m	-	39° 41' 44N	09° 25' 15W	1022	-	1203.1
10-00	270			5.5m	38° 41' 16N	09° 25' 58W	1022	AWS: 11kn	1024.2
12-15	005	1658.1m	11.1m	5.3m	38° 51' 11N	09° 30' 18W	1022	AWS: 18kn	1028.5
18-00	-	1713.6m	36.6m		39° 21' 02N	09° 22' 53W	1021	AWS: 10kn	1211.1
07-45	028	1717.4m	40.5m	4.5m	39° 23' 40N	09° 23' 55W	1021	AWS: 10kn	1212.0
12-10	030	1735.7m	58.8m	4.3m	39° 40' 61N	09° 11' 38W	1021	AWS: 14kn	1216.5
12-30									
16-30	028	1754.7m	71.8m	5.2m	39° 58' 58N	08° 59' 37W	1020	AWS: 19kn	1220.8
19-00	-	1766.2m	89.2m	-	40° 08' 87N	08° 51' 56W	1019	-	1223.4
11-30	000	1770.4	4.4m	5.0m	40° 11' 90N	08° 54' 94W	1018	AWS: 6kn	1225.4
14-00	358°	1781.6m	15.2m	5.5m	40° 24' 99N	08° 55' 19W	1019	AWS: 7kn	1229.9
17-00	345°	1796.5	30.6m	5.5m	40° 41' 99N	08° 53' 49W	1019	AWS: 6kn	1230.5
22-00	002°			5.9m	41° 10' 01N	08° 58' 23W	1018	AWS: 8kn	1236.3

Weat  
s/o

DEFLECT LARGES THEN 'RAIDED' BRIDGE ON NO WIND & LIGHT JERSEY ENGINE AT 2500 RPM

STEADY PROGRESS TOWARDS CABO DE SAO VICENTE

SUNNY JUST ROUNDED CABO SAO VICENTE. SET NEW COURSE OF 349° TO CASCAIS - 101 NM.

SUNNY SPARETH BULGARIAN & FRUIT COCKTAIL FOR DINNER. STARTING WATCH SYSTEM.

SUNNY MOTERING INTO A SLOPPY SEA & STRONG HEADWIND. UNEVENTFUL NIGHT BUT SLEW 200

SUNNY 15% OFF CASCAIS UNDER ENGINE & GEMMA TOPPED UP FUEL WITH 10L FROM CONTAINER.

TIED UP IN CASCAIS MARINA. REFILLED FUEL TANKS & CONTAINER.

SUNNY DEMANDING CHICKS IN LIGHT TOUCHABLE SAFELY LANDS. FULL MAIN & GEMMA FLYING.

SUNNY 2 BEEES IN MAIN & PARTIALLY REEFED GEMMA. HEADING FOR PENICHE.

SUNNY TIED UP IN PENICHE MARINA. OFFICE CLOSED UNTIL TOMORROW (MONDAY).

SUNNY DEPARTED PENICHE @ 0645. HEADING FOR FIGUEIRA. WIND ON THE NOSE. MOTORING.

SUNNY TIED SAILING FOR AN HOUR BUT WIND IS DEAD ON THE NOSE. EVERYONE SLEEPING / READING.

FILLED UP TANK WITH 10 LITERS FROM JERRYCAN. LOTS OF SMALL FLAGGED BOATS AROUND.

SUNNY SAME OLD SAME OLD. MOTOR - SAILING INTO A NINE BREEZE OF 18 KTS.

TIED UP IN FIGUEIRA DA ROZ MARINA.

PASSAGE TOTAL		RUNNING TOTALS			
Distance	Logged	Distance	Logged	Underway	days
Hours	Hours	Hours	Hours	Hours	Hours
DEPARTED FIGUEIRA FOR BAJA CALIFORNIA. ARRIVED					
MOTOR - SAILING WITH FULL MAIN & GEMMA					
NO CHANGE TO COMMUNICATION					
OFF PORTS - MOTOR SAILING					

	PASSAGE TOTAL	RUNNING TOTALS			
	Distance Logged			Distance Logged	
	Underway	hrs	m	Underway	days hrs
	Engine Hours	hrs	m	Engine Hours	
	Fuel Used		Litres	Fuel Remaining	Litres
DEPARTED FLEUVIA FOR BIAJOMA, ARIZONA					
MOTOR SAILING WITH FULL MAIN SGENCA					
NO CHANGE TO COMMUNICATION					
OFF BEARS - MOTOR SAILING					

Date	From	Towards									
		Tides for									
		1st HW					2nd HW				
Time	Course °C	Log	Dist	Lee- way	Lat. Wpt Brg	Long. Wpt Dist.	Bar	Wind	Engine Oil/Temp./RPM	Weather	Remarks
05.00	004°			4.6m	41° 43' 03" N	08° 56' 33" W	1018	AW: 9m	1243.0 / 2800 RPM	OVERCAST	WEATHER CHANGING - TOG PATCHES CLOUD COVER & COOLER STILL MOTOR-SAILING.
11.15	-	1832.6m	107m	-	42° 07' 37" N	08° 50' 38" W	1019	AW: 4m	1248.2 / -	OVERCAST	THINKING OF TACKLING AROUND!! WHEEL DULL & OVERCAST. TIED UP IN BAIONA Y.C. SWELING.
11.10	000°	1851.3m	93m	4.0m	42° 14' 83" N	08° 57' 10" W	1019	AW: 20m	1251.5 / 2800 RPM	OVERCAST	DEPARTED BAIONA AT 08.30. MOTOR-SAILING INTO 20km & LUNDA SEA. SLOW PROGRESS.
14.30	-			-	42° 23' 47" N	08° 55' 13" W	1018	AW: 20m	1255.2 / -	OVERCAST	STRONG N WINDS & A BIG SEA MADE US HEAD FOR PORTO PEDRAI NEARBY, ABOUT 30m SAILING.
09.30	300°			3.0m	42° 27' 05" N	09° 00' 97" W	1020	AW: 20m	1257.1 / 2800 RPM	OVERCAST	DEPARTED AT 08.00 FOR MUDOS. STRONG N WIND & A LUMPY SEA. SLOW BUT STEADY PROGRESS.
15.15	-	1925.4m	57.4m	-	42° 46' 59" N	09° 03' 37" W	1021	AW: 16m	1263.1 / -	SUNNY	RAIN STOPPED. SQUALLS AT 3.00pm, SUNSHINE, BIG SEAS - HAD IT ALL TODAY TIED UP IN MUDOS.

Forecast		ROUTE	
PEDRAI NEGRAS → MUDOS = 28m (6.5m)		Waypoint	Course
MUDOS → MUXIA = 35m (8m)			
MUXIA → LA GRANA = 48m (10.5m)			
Crew			

PASSAGE TOTAL				RUNNING TOTALS			
Distance Logged	hrs	m	Days	Distance Logged	hrs	days	hrs
Underway	hrs	m		Underway	hrs		
Engine Hours	hrs			Engine Hours	hrs		
Fuel Used	Litres			Fuel Remaining	Litres		

Forecast		ROUTE	
Light Northerly winds till Sat 21st Showers expected		Waypoint	Course
			Distance

Crew	Karl Smith - Chris Lacy
William Hane	

Date		19-06-14		Ut+2		Towards Malahide, Dublin, IRL	
From Muros, Spain							
Tides for							
HW	ht	m	Range	ht	m	Range	m
LW	ht	m	Range	ht	m	Range	m
HW	ht	m	Range	ht	m	Range	m
LW	ht	m	Range	ht	m	Range	m

Tidal Stream Atlas reference port		1st HW		2nd HW	
Time	Course °C	Log	Dist.	Lat WGS 84	Long. WGS 84
19:50	—	1950	0.00	42° 46' 70"	009° 03' 40"
21:06	255°	1927-62.6	5.0	42° 42' 48"	009° 06' 46"
20-6	00 01 32.6°	1935-9 10.9	3.7	42° 50' 55"	009° 14' 15"
03:00	024°	1943-1 18.1	3.5	42° 51' 31"	009° 26' 37"
06:00	355°	1950-6 25.5	4.3	43° 08' 54"	009° 29' 31"
09:00	001°	1952-2 34.2	4.4	43° 20' 43"	009° 23' 25"
12:00	003°	1964-7 44.8	4.2	43° 32' 50"	009° 22' 56"
15:00	004°	1979-9 54.5	3.8	43° 42' 76"	009° 19' 98"
18:00	003°	1997-6 64.1	4.5	43° 51' 31"	009° 15' 12"
21:00	001°	1998-2 73.2	4.5	44° 08' 20"	009° 15' 5"
00:00	009°	2011-4 86.4	6.3	44° 18' 55"	009° 11' 44"
03:00	009°	2024-0 97.0	6.0	44° 43' 73"	009° 04' 94"
06:00	010°	2036-2 111	5.4	44° 59' 00"	008° 57' 03"
09:00	010°	2047-8 123	4.6	45° 17' 01"	008° 49' 90"
12:00	015°	2060-0 135	4.2	45° 27' 29"	008° 44' 34"
15:00	019°	2070-8 146	5.3	45° 40' 62"	008° 37' 5"
18:00	001°	2084-6 160	6.0	45° 53' 03"	008° 29' 92"
20:02	Engine turned off	to save fuel	F2 ESE	slow progress	waiting
21:00	008°	2096-0 171	6.0	46° 13' 70"	008° 23' 24"
22:00	010°	2109-3 184	6.5	46° 31' 03"	008° 14' 4"
23:00	012°	2124-5 191	7.4	46° 47' 40"	008° 07' 50"
06:00	015°	2139-3 214	7.5	47° 07' 72"	007° 59' 4"

Sunny-mixed All pre passage checks Done - Gas bottle filled, fuel tank full + cans  
 Exhaust running clean - No tri-colour  
 engine bilge checked - all clean ✓  
 Horned in  
 bilge checked - clean/dry  
 Delphinus - close hauled slow progress

Water tank full, oil leak on oil filter fixed  
 Nav light bi-colour fixed, No tri-colour  
 Gas alarm not working, forestry wrapped  
 fresh water leak in Bilges fixed.

Sum setting  
 Motor sailing - still  
 A ESE Biscay outside

Added fuel 1200 - 40 litres. Reus dropped 300g  
 before adding fuel - given a bit of sudge. Running fine after 5 min.  
 Minkie whales spotted to port of vessel.  
 12:56 - Minkie whale spotted 10m off port + starboard

On southerly winds - Sun's out + Delphinus  
 Perfect sailing conditions play  
 Putting reef in.

2 reefs in - Great night sail - clear sky  
 + steady wind

2 reefs in - Great night sail - clear sky  
 + steady wind

PASSAGE TOTAL		RUNNING TOTALS	
Distance Logged	Underway	Distance Logged	Underway
hrs	m	hrs	m
Engine Hours	hrs	Engine Hours	hrs
Fuel Used	Litres	Fuel Remaining	Litres

56.2 75.50  
1410.245

Date		Tides for		Towards	
From		Tides for		Towards	
HW	ht	m	Range	ht	m
LW	ht	m	Range	ht	m
HW	ht	m	Range	ht	m
LW	ht	m	Range	ht	m

Forecast		ROUTE		
Waypoint	Course	Distance		
<p>Windsand forecast 14:10 Sat 2<sup>nd</sup>          --- new transatlantic - too far          * altimeter suspected to be under-reading          Log + Dist is very inaccurate</p>				
Crew				
Remarks				

Time	Course °C	Log	Dist. Stat	Lea- Way	Lat. Wpt Brg	or	Long. Wpt Dist.	Bar	Wind	Engine Oil / Temp. / RPM	Weather	Remarks
1200-6												
0900	010°	2154.5	230	6.3	47° 23.18		007° 50.9	1019	4/15 SE	OFF	G/M	3 reefs in main.
1200	010°	2167.8	245	6.4	47° 47.55		007° 44.03	1019	4/15 SE	OFF	moderate	
1500	015°	2185.7	259	6.5	48° 02.58		007° 38.15	1017	4/15 SE	OFF	moderate	2 reefs in main.
1800	015°	2199.3	274	6.2	48° 28.08		007° 30.2	1017	4/15 SE	OFF	mod	
2100	015°	2214.6	290	7.0	48° 42.46		007° 23.49	1016	4/15 SE	OFF	Crim	
0000	015°	2229.7	304	6.5	49° 01.05		007° 17.2	1015	4/15 SE	—	mod	3 reefs + reefed head sail, 70m SW off Isles of Scilly
0300	015°	2242.8	318	4.4	49° 16.20		007° 10.31	1015	4/15 SE	OFF	Good	Bristol channel 24 hr - 74/5 occasionally 6, slight to mod, thundering down to
0600	016°	2256.7	332	6.5	49° 32.48		007° 04.15	1014	4/15 SE	OFF	Good	
0900	016°	2270.3	345	7.0	49° 50.12		006° 58.10	1014	4/15 SE	—	poor	10nm off Scillings, travelling outside the TSS, getting wet
1200	016°	2285.5	361	5.9	50° 10.13		006° 51.7	1015	4/15 SE	OFF	Rainy	
1500	016°	2300.6	376	5.1	50° 27.69		006° 43.70	1015	4/15 SE	OFF	Skite	Glass cup smashed in cupboard during the night
1800	016°	2314.0	389	5.2	50° 44.2		006° 40.2	1014	4/15 SE	OFF	Greeny	
2100	014°	2327.6	403	6.3	51° 00.9		006° 31.3	1015	4/15 SE	OFF	Good	11.45pm engine on - wind dropped away
0000	015°	2340.8	415	6.2	51° 17.22		006° 24.52	1016	2 E	ON - 1314.1	Good	* 0001.7 * Coolant in engine bilge, slow leak suspected at hose I
0300	024°	2351.6	427	5.0	51° 33.12		006° 15.12	1016	2 E	ON - 01317.1	. G	under water pump, slow leak - will not
0600	024°	2361.9	437	4.5	51° 48.171		006° 07.15	1017	1 NW	ON - 01320.1	⊙ fog	Engines bilge clean - no coolant
0900	005°	2372.6	447	3.3	51° 55.54		006° 01.50	1017	1 NW	ON - 01323.2	Fog/Cel.	
1200	012°	2384.5	461	4.5	52° 05.60		005° 59.03	1019	1	ON - 01326.1	⊙	poorly slow progress
1500	003°	2395.5	469	6.5	52° 23.23		005° 54.54	1019	2 NW	ON - 01329.1	Fog	less than 20m visibility
1800	003°	2404.2	479	4.5	52° 39.87		005° 52.60	1020	2 NW	ON - 01332.1	Fog	
2100	001°	2414.1	485	2.2	52° 48.89		005° 53.44	1022	3 NW	ON - 01335.1	Good	A lovely evening, it's going
0000	201°	2424.6	490	4.5	53° 00.6		005° 50.16	1020	1 V	ON - 01338	Good	

**PASSAGE TOTAL**

Distance Logged

Underway

Engine Hours

Fuel Used

**RUNNING TOTALS**

Distance Logged

Underway

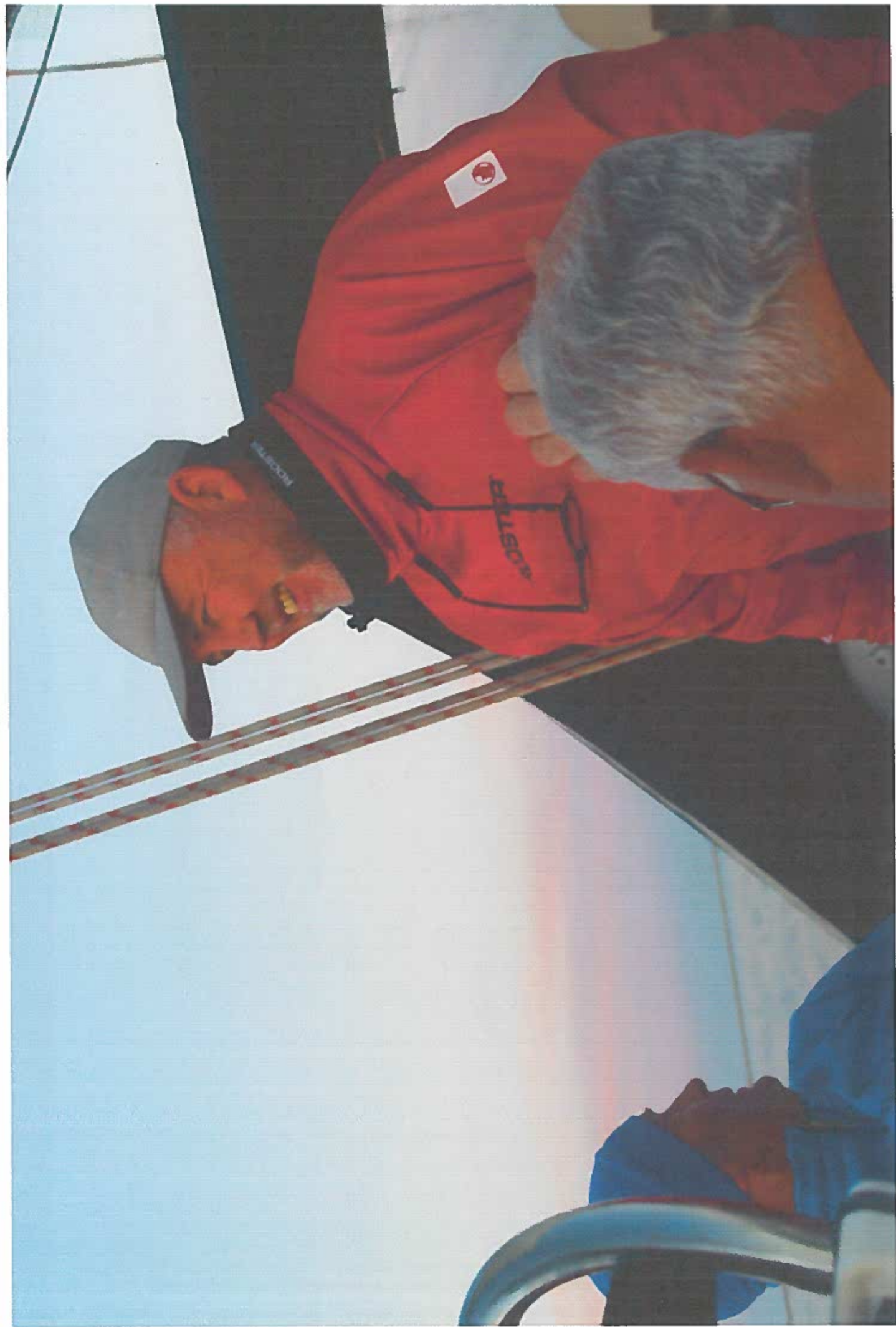
Engine Hours

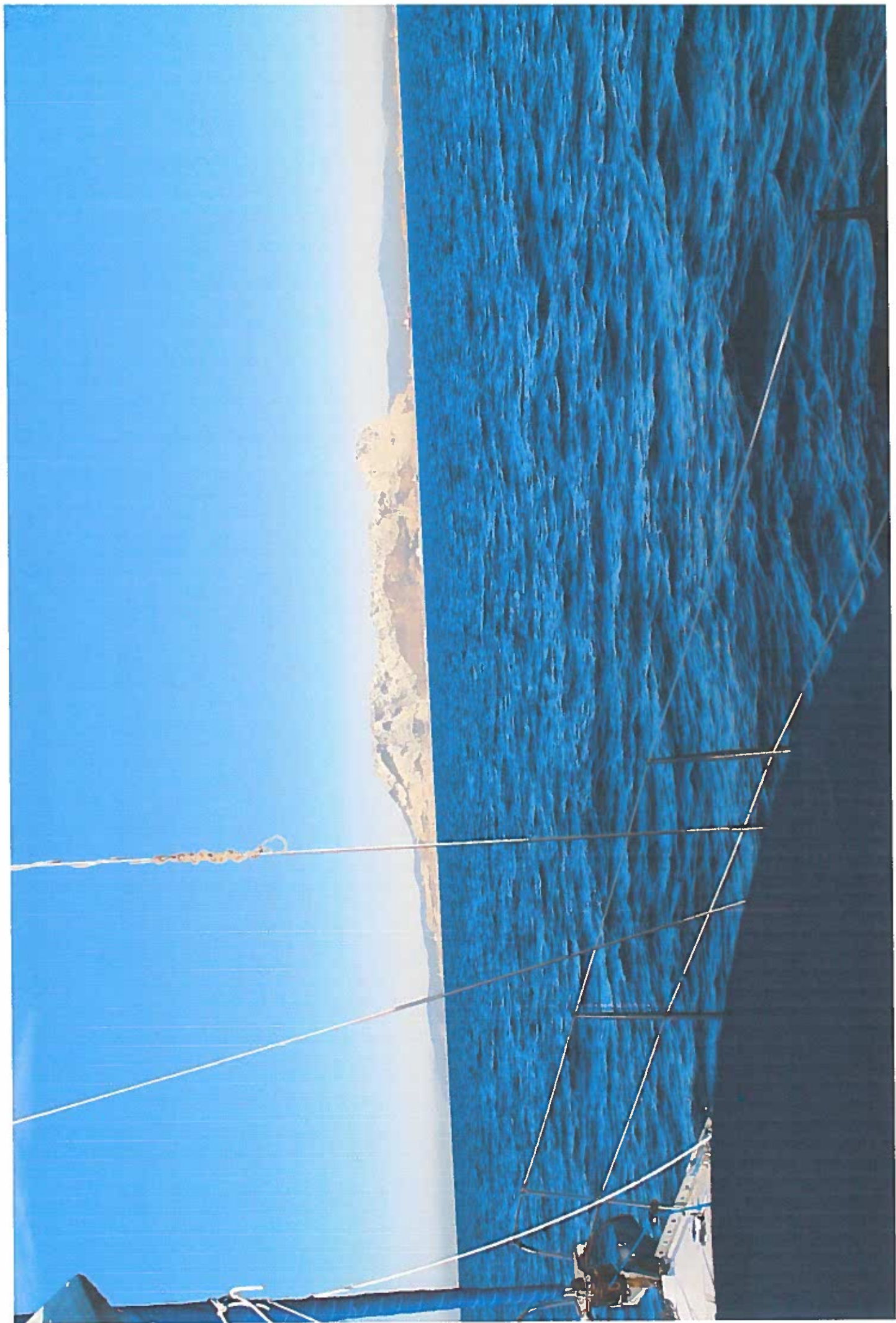
Fuel Remaining



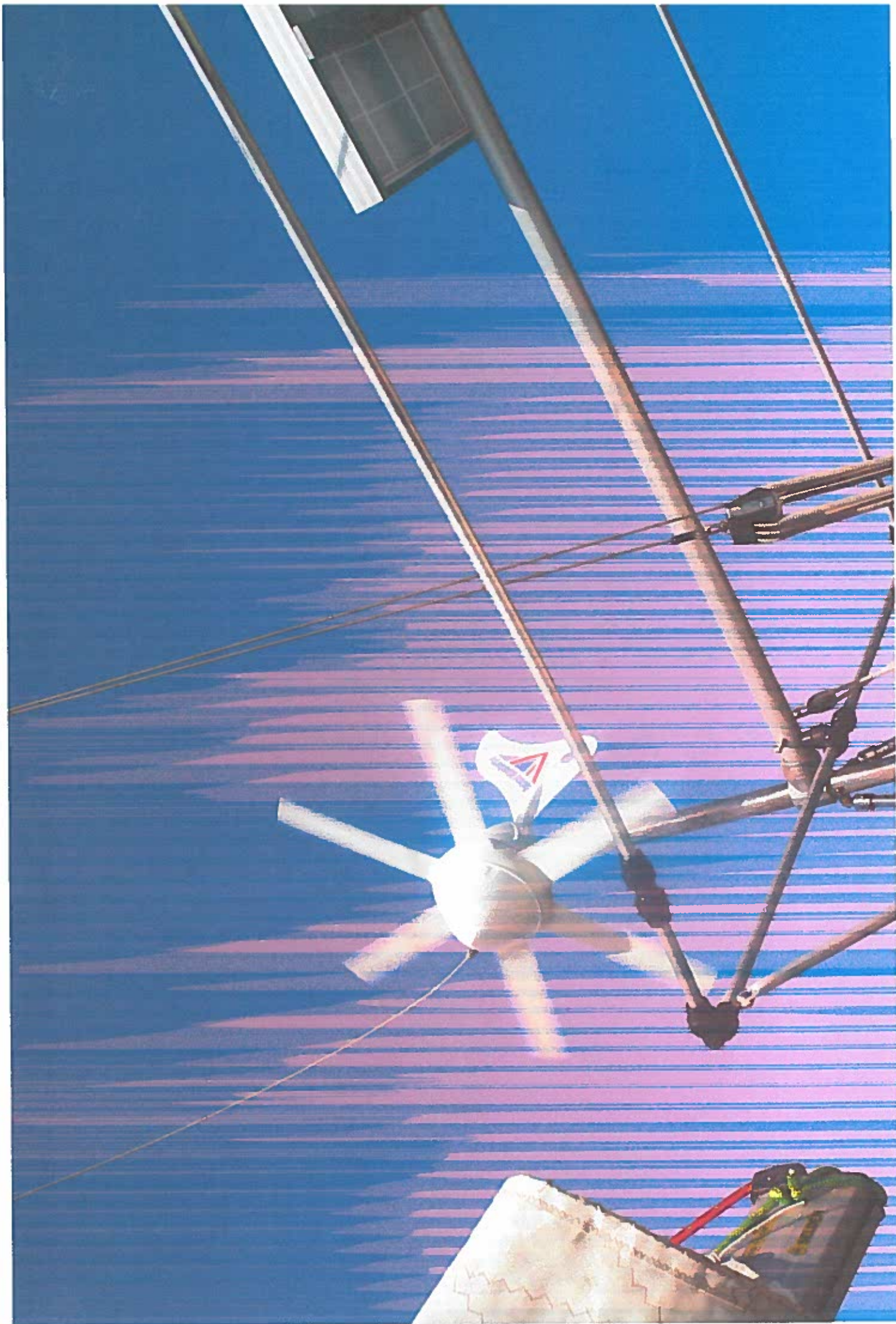














## Log of White Pearl's Cruise from Lagos, Portugal to Muros, Spain.

May 9th - May 19th 2019

Crew - David Greene (Skipper & Navigator)

Roddy Delaney (Bosun)

Alan Davidson (Quarter Master)

Dave Haisley (Engineer)

### Thursday - May 9th - Stand 204 - Dublin Airport - 16.50:

"Ladies and gentlemen, I'm sorry to inform you that our departure has been delayed indefinitely by a lightening French air traffic control strike". Not the words you want to hear when you're trying to join up with your crew (who flew the day before to take advantage of OAP rates!) and on a tight delivery schedule. After a 3-hour delay, we eventually got airborne, and a 2-hour flight and 1-hour taxi ride later, I arrived at the entrance to Lagos marina around midnight. My motley crew were finishing post-dinner drinks in a bar in front of the marina, and no amount of coaxing or coercion would persuade the barman to give me a drink. So we made our way to the marina where I caught my first real-life glimpse of "White Pearl", the Elan 333 that



*Lagos Marina (looking across towards the old town) – May 9<sup>th</sup> 2019*

I had purchased in Alicante in Spain in February 2019. Two other delivery crews had brought it this far, or should I say this short, as the original plan had been for our crew to pick up the boat in Porto or Vigo on the Portuguese Atlantic coast. Unfortunately, poor weather and slow progress on the initial two legs had a knock-on effect, meaning we were probably at least three days behind schedule. Our original plan also had us making the journey from Vigo to Brest in Northern France, and from there I thought a 4-day non-stop passage would see White Pearl back in Malahide Marina. Now, at best, I was looking at finishing the leg in La Coruna if all went to plan. Hopefully, tonight's delay wasn't an omen of things to come.

So back to the boat we went, where thankfully the Quarter Master had completely ignored my suggestions that this should be a dry boat for the trip. Whilst I tucked into a welcome can of Sagres beer, our whisky connoisseur produced a bottle of JB, and if that's not a contradiction, I don't know what is. Having agreed that we'd aim to slip lines at 10am tomorrow morning, I repaired to the owner's cabin, closing the door on the debate about who "fucking brought this shite excuse of a whisky".

**Friday May 10th - Lagos Marina – 08.00:**

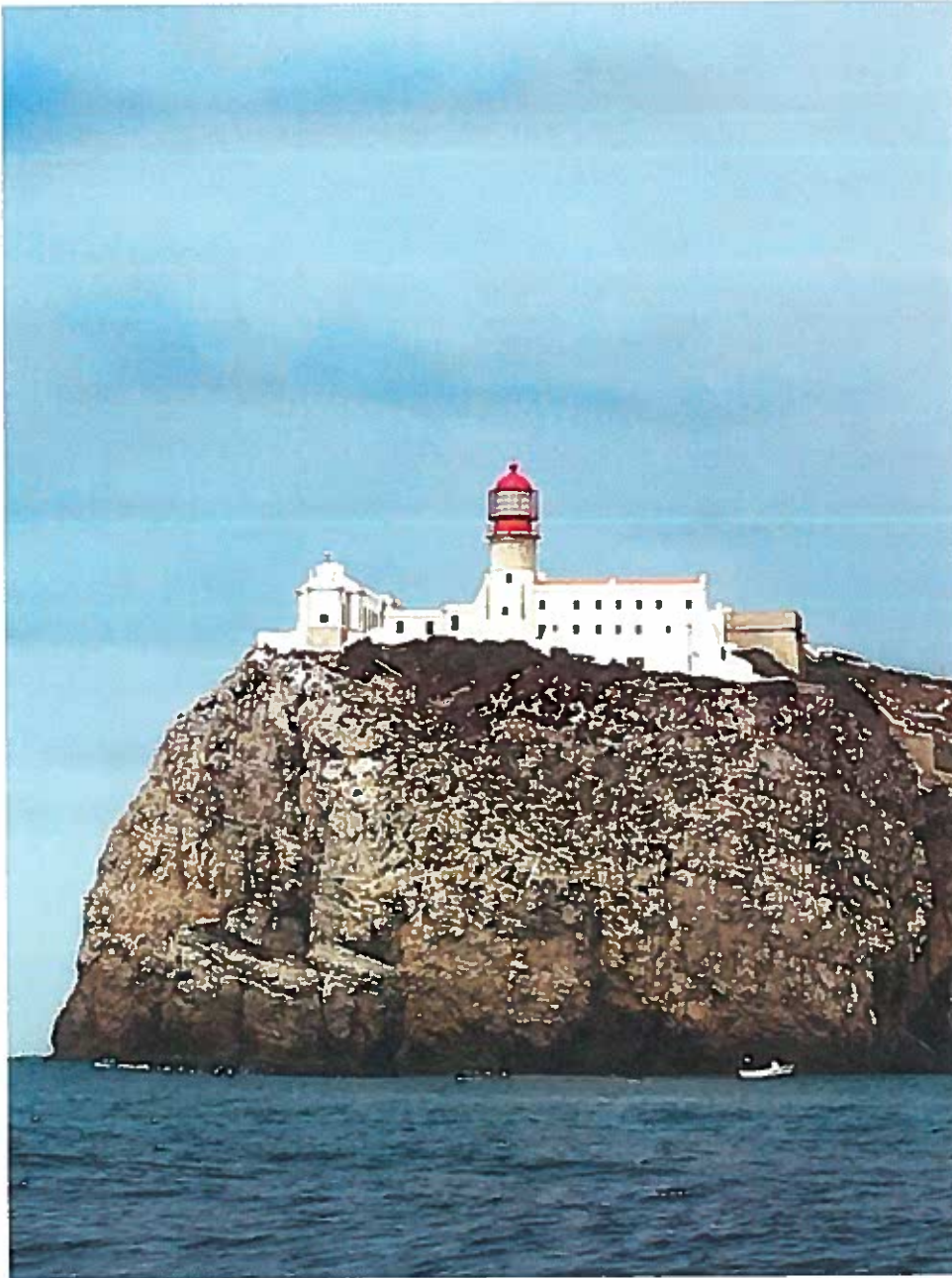
Years of getting up at 6am mean I rarely sleep beyond 7am, and so it was in Lagos. I awoke (or at least I did - the motley crew were perhaps suffering from an excess of JB "whisky") to a grey and misty day. I wandered up to use the Marina facilities and check out the lie of the land. The previous crew (skipped by Dermot Cronin who did the leg from Gibraltar to Lagos) had left the boat in Lagos Marina about two weeks



previously, so there were some bills to settle before leaving. In addition, there was a bridge across the exit to the channel that led to the sea. In the Marina office, I was informed that the bridge would lift at 10am to allow boats exit the marina - we just had to radio ahead at 9.45am to remind the Marina office to close off the bridge to pedestrians. Making my way back to the boat, I found that the Engineer had brought good old Irish Flahavins porridge oats in his luggage and was busy making porridge for all. And in a saucepan as well! I declined this strange substance in favour of a toasted bacon and sausage sandwich from one of the cafes at the top of the marina. Having radioed the Marina office, we slipped our marina lines at 9.45am and made our way into the long channel that leads to the sea. There was a slight delay in lifting the bridge, which allowed me to get use to handling the boat in reverse and forward under slow speeds.

I had subscribed to the Professional version of PredictWind (EUR100 for 3 months), which allowed me to access very localised GRIB files (1km resolution) of the weather, and I knew that we facing into North/North-Westerly winds of about 10-12kts for the next 36 hours. My plan was to try and get to Cascais, slightly east of Lisbon and about 36 hours away. It looked like we would be motor-sailing most of the way, and as we exited the channel into the Atlantic Ocean, we were looking at a very light drizzle and only 5kts of breeze that was on the nose. Not the worst way to start a long leg, in fairness, and it allowed all the crew to

settle into their own rhythm. By 1pm, we were ready for lunch so Quarter Master Davidson went below to prepare our feast. Some 20mins later numerous dishes began to be passed up from down below. Some had



chopped tomatoes in them, others had sliced hard-boiled eggs, more had lettuce, onions and other interesting ingredients. The crew in the cockpit suggested that it might be best to combine all of this on one plate or between two slices of bread, but as we would learn, not for the first time our Quarter Master was running meals according to his plans. Very tasty it was though, and three hours motoring East saw us pass under Cabo St Vicente, reputedly the most westerly point of Portugal, but another well-known Malahide sailor Michael McCabe might argue with that. However that's a story of another voyage, and he wasn't with us to tell his side of the story, so we'll leave it there. Suffice to say that when I posted a picture of this most impressive lighthouse, the old Calypso WhatsApp chat group lit up like the space shuttle with questions to Michael. Rounding Cabo St Vincente, our course turned to NW (350 Magnetic), straight into

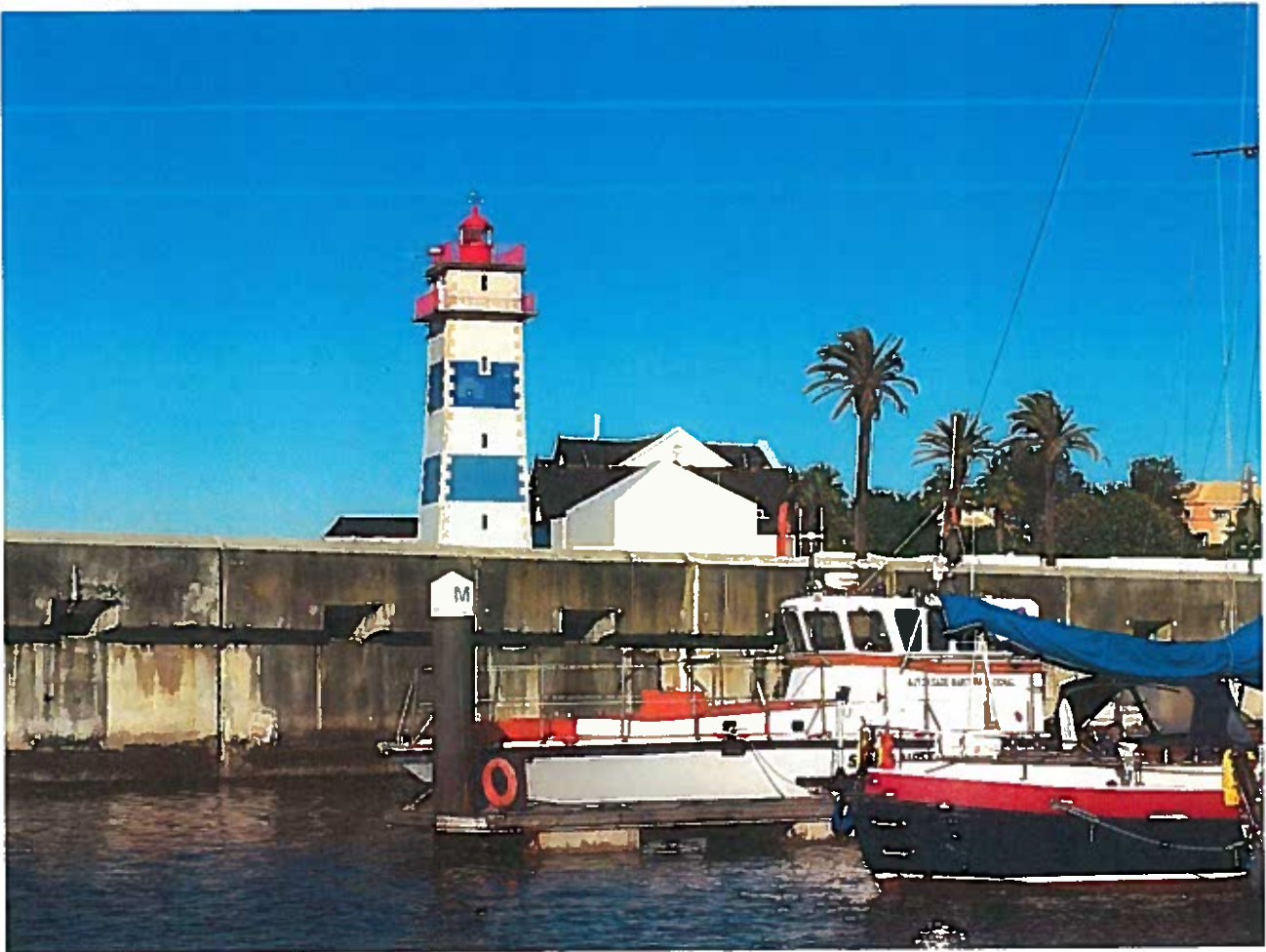
the wind and a slightly sloppy sea.

But the drizzle and clouds lifted to reveal a clear blue sky, and the cliffs of SW Portugal were resplendent in their ochre red hue. We were on a straight-line course to Cascais (100 miles away), which meant that we moved offshore about 20kms and so lost phone coverage. It was now 2pm and our ETA for Cascais was 5pm the next day, so I decided to start the watch system after dinner at 8pm. I had thought about this before the trip, and recalled my previous delivery trip experiences, as well as discussing the matter with other skippers. Most were of the opinion that the easiest system was to put the autopilot on, and have one person on watch. I was somewhat uneasy about that, so decided on a 2-on, 2-off system, changing watch every 4 hours between 8am-8pm and moving to 3 hour watches between 8pm and 8am. Dinner was a tasty spaghetti Bolognese followed by a tin of fruit cocktail. And so it was, a bit of a boring night to be honest - very little marine traffic. Nothing exciting one way or the other - the wind was persistently from the NW so we motor-sailed under full main and engine at 2,500 rpm making between 4kts-5kts depending on the sea state, which was mostly sloppy. In fairness, it would have been fine to have done a 1-person watch in these conditions.

Maritime traffic was very light along this stretch of the Portuguese coast, so it was difficult to even play with our radar equipment, which was new to me and the rest of the crew.

**Saturday May 11th:**

Morning dawned bright and sunny, with clear skies but the wind still out of the NW and at about 15kts. We were making good progress, and we had an added incentive - Leinster were playing Saracens in the final of the European Cup at 5pm. Our chart plotter was giving us an ETA of 5.30pm in Cascais, so were hopeful of catching the second half at least. We decided to sail about 5-10 degrees below our course and hoist our main and genoa in an attempt to gain a bit of extra speed. But unfortunately, the weather gods conspired to thwart us, and it was about 6pm before we entered Cascais marina and pulled up to the visitors berth. We completed the required paperwork, which is quite onerous - a full and detailed description of the boat, evidence of ownership, registry and insurance, as well as full photocopies of all passports. By the time we had made our way around to our allocated berth and were tied up, we were thirsty and it was close to 7pm. We decided to have a couple of quick pints in a bar at the top of the marina, and then shower. But of course, after two pints



*Cascais Lighthouse*

and a shower, it was 8.30pm and our initial thoughts of heading up to the old town for dinner went by the wayside, so we settled on a seafood restaurant at the top of the marina. A very pleasant dinner was washed down with a couple of bottles of Portuguese red wines, and then another pint or two before repairing to the boat.

**Sunday May 12th - Cascais Marina – 09.00:**

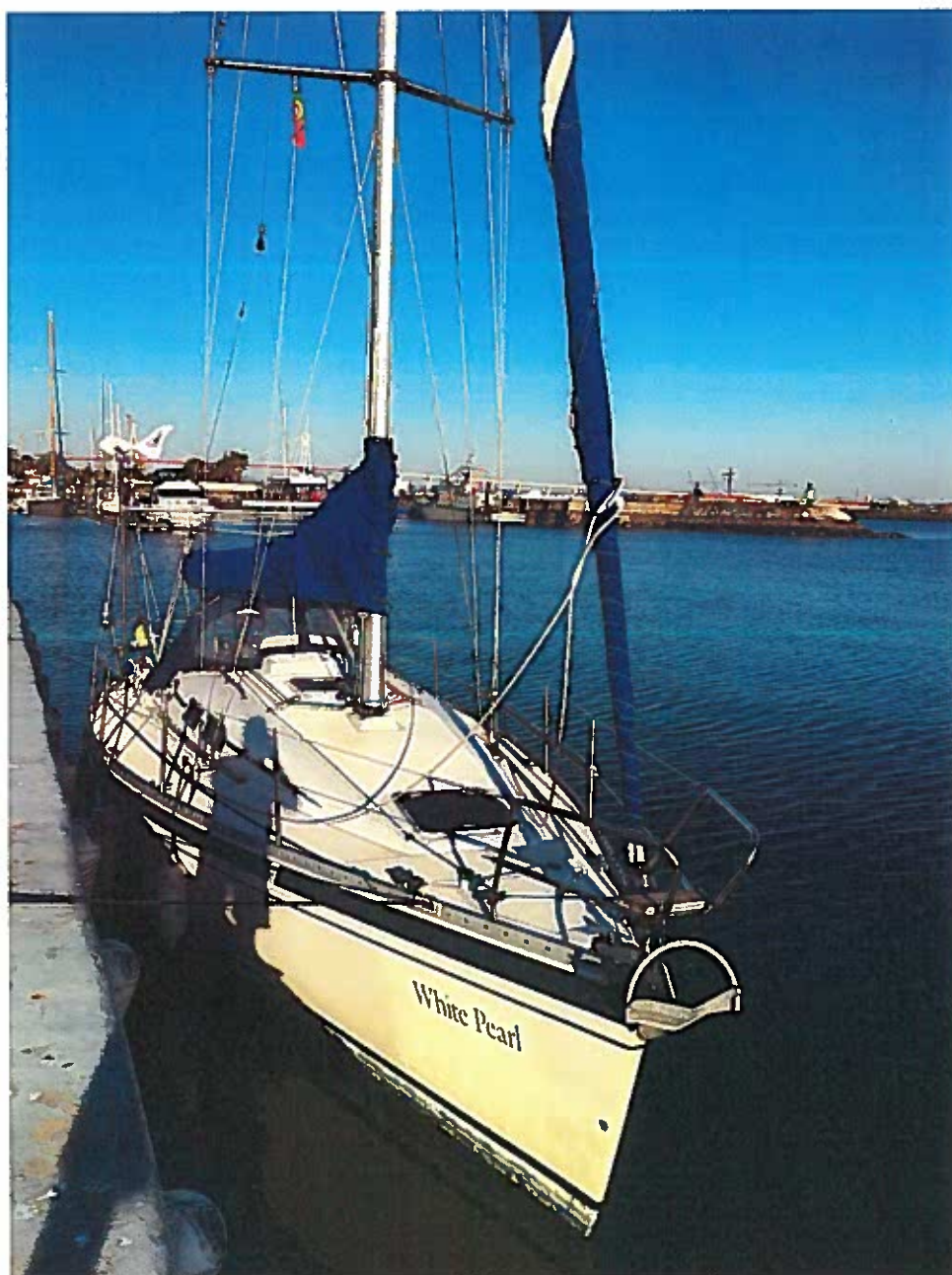
My initial plan had been to depart Cascais on Sunday afternoon, aiming to do another long leg of approx. 30 hours and make as much northerly progress as possible. With the forecast looking quite settled for the next 5 days, I decided to shorten Sunday's leg to about 35 miles or about 7-8 hours. The crew, who were feeling the effects of 30 hours sailing coupled with a decent amount of alcohol the night before, greeted this decision

with relief. We agreed to shower, have some breakfast and aim to set off around 10am. One of our crew was seen walking up to the showers simply clad in his boxers, which caused much consternation amongst the crews of neighbouring boats. Bear in mind that these boxers had seen better days - probably back in the 1980's but our intrepid crew member appeared to be oblivious to the astonished looks he was attracting. We had a lovely departure from Cascais, flying full main and genoa and broad reaching on a Westerly course with an Easterly breeze of about 10kts.

We shortly rounded Cabo Raso, making good progress and turned onto a NWN course towards Cabo da Roca just after midday. From there, we bore off again to a NNE course for a port called Peniche about 30 miles to the Northeast. With an 18kt breeze, we tucked two reefs in the main and partially reefed the genoa and enjoyed champagne conditions, averaging 5-6kts under clear blue skies, a flat sea and eating up the miles. By 6pm, we were alongside the municipal marina in Peniche at the end of the visitor's pontoon. I visited the marina office to find it was closed on Sundays, and didn't open until 9am on Monday morning. Just as we were planning to set off for a drink and dinner, the local customs officer arrived to do the mandatory passport check, but told me that he couldn't accept payment for the marina berth as that was someone else's job. About 400m from the marina we found a very pleasant bar and ordered a beer each whilst we pondered our eating options. Across the road from the bar there appeared to be a respectable fish restaurant, but we were somewhat put off by the lack of customers. However, after another beer we weren't inclined to do much walking so we mooched across to the restaurant. We ordered a seafood medley for starters (a collection of grilled octopus, prawns, mussels, the odd scallop and various walks and clams). The chef offered to cook a large whole sea bream for the four of us, and we accepted his offer. It was very tasty, yet still too big even for the four of us, and it was accompanied by a couple of bottles of chilled Portuguese white wine. It wasn't a late night, as I had told the crew that I wanted to be slipping lines by 7am the following morning.

#### **Monday May 13th - Peniche harbour - 06.45:**

I felt somewhat bad about skipping away without paying our marina fees, but the office didn't open until at least 9am and I wanted to get going quite early. Therefore, I wrote my e-mail address on a piece of paper, noting that I had arrived the previous evening and was leaving early this morning. I offered to pay whatever was outstanding if the marina office e-mailed me the bill. I slipped this note into the letterbox of the marina and at 06.45am, we departed Peniche, accompanied by a number of sightseeing boats bringing tourists out to whale-watch in the sea off Peniche. Although it wasn't the Bay of Biscay, and Larry Archer wasn't around, Roddy was uneasy about the presence of whales nearby, but we assured him that we would do our best to avoid hitting any. Today's leg was quite long - about 53 miles in a NE direction to a marina in a town called Figueira da Foz. This morning conditions weren't as favourable - wind of about 14kts straight out of the NE, so we had to motor-sail, averaging 4kts in a relatively flat sea. There was little to report about the voyage - we put the auto-helm on and took it in turns to keep an eye out for pots, which were beginning to become quite prevalent on this part of the coast, even when we were 7-8 miles off the shore. By now, our Quartermaster had a little routine arranged for lunch. He would boil some eggs in the morning before departure or during the voyage if sea conditions permitted. A cooked chicken would be roughly hacked into a few pieces and served along with some tomatoes, cucumber, peppers and some slices of buttered bread. A glass of beer was served to the crew to keep mutinous thoughts at bay, or more accurately as a hair of the dog. By 6pm, we were approaching the entrance to the river that housed the marina in Figueira da Foz. It was an interesting approach - a long harbour wall on the east that protected the entrance, which only opened up in the last 300m, and a shorter wall on the westerly side. A large lighthouse was placed at the end of each wall - one red and one green. The entrance can be very tricky in certain wind and sea conditions, and sometimes the port authorities close the entrance if conditions are particularly poor. No such problems for us that evening though, but what was super-interesting was the very large collection of motor boats right inside the entrance of the harbour and at the mouth of the river. All these boats were fishing, and no anchors were used, so occasionally one boat would motor from the back of the fleet all the way to the front. We made our way about a mile up the river and turned to port to enter another small but well-maintained municipal marina. We tied up on the visitor's pontoon at 7pm, but upon disembarking, I found that the marina office was closed, although there was a sign in the window to call Carlos on his mobile after hours. I duly rang the number, and contacted a lovely Portuguese gentleman who was at home having dinner with his family. He told me to wait around and he'd be there in 30 minutes.



We used that time to clean up the boat and make some plans for dinner. TripAdvisor suggested a small local restaurant about 1km away called Tasca Maria. Carlos our Marina manager had never heard of it, but after completing the by-now routine but time-consuming registration process, we were ready to set off. I think this place turned out to be the find of the trip. A couple of lovely cold beers each first, followed by a selection of local seafood and breads as a starter, and then a communal monkfish stew. We had two different types of Portuguese red wines, both equally excellent and great value at approximately €25 each. The walls of this quite small restaurant were covered with original drawings from a local artist. The owner explained that the artist was quite brilliant, but fond of wine. Quite often, the artist couldn't settle his bill, so he exchanged a drawing or

two as settlement. Our Quarter Master was quite taken by the drawings, and attempted to negotiate with the owner, but a satisfactory price could not be arranged - no surprise given that one of the parties was a Scotsman! Back to the boat we went, happy, fed and watered contented sailors we were.

#### **Tuesday 14th May - Figueira da Roz - 11.30m:**

Today was a later start, as I was planning another long distance leg to try and get to Baiona - about 100 miles away. The forecast for the next couple of days was beginning to turn a bit sour, so it was question of getting as many miles under our belt as we could whilst conditions were favourable. I suggested a later start at 11am to enable us to provision the boat again before departing. Around 9am, the Skipper and Quartermaster set off for the local supermarket about a mile away in temperatures of 22C, and completed a good shop, including replenishing our cooked chicken supplies. By 11.30am, we were slipping our lines and motored back through the entrance of the river and harbour before heading due north to Baiona. The first 3 miles after the harbour entrance were full of nets and small pots, necessitating slow progress and extreme vigilance, at times even having to turn back on our course to find the end of a line of pots. But soon we heading north, into a completely flat sea making 5.5kts and getting a great suntan. We had full main and genoa flying, and settled into an easy watch system. It was a day of nothing much to report - by 5pm we had covered 30 miles and all

was fine. By 22.20hrs, we were off Porto, still motor sailing and watching the planes approaching Porto airport.

**Wednesday 15th May - South of Vigo - 05.00hrs:**

Still motor-sailing due North, still doing 4.5kts-5kts (so no complaints from the skipper), still in light winds of 8kts-10kts, barometer still reading 1018, but now noticing a change in the weather as it became more overcast and a bit chillier. We sailed into a big fog bank, and were thankful for the radar, as there were a few fishing boats around. But progress was still good, and by 9am, we were off the entrance to Ria de Baiona. And here was the major decision point of the journey, although I didn't convey it to the crew at the time. We had made great progress in the last 20 hours and were probably about 4 hours ahead of schedule. The forecast for the next two days wasn't great - strong Northerly winds and big seas. I considered pushing on towards Sanxenxo, about another 30 miles north. Given current conditions, we could have been there by 5pm. But I'd heard a lot about how lovely Baiona was, and I thought my septuagenarian crew would appreciate a day's R&R in a nice town, so we turned into the bay. By 11.15am we were tied up in the Yacht Club de Baiona's super marina, having met a crew from Kinsale who were going the opposite way to ourselves and had arrived only 10 minutes beforehand. We swapped some stories before heading away to get cleaned up. Again, after a tedious set of formalities, we decided on a shower before exploring the town. 30 minutes later, and all four crew are back on-board White Pearl. I remarked that I noticed a small plastic bag with an electric toothbrush and toothpaste left in the toilets - I wondered if it belonged to any of our crew? Roddy mentioned that he'd seen it too, but that it wasn't his. Engineer Haisley said he had seen it as well, but

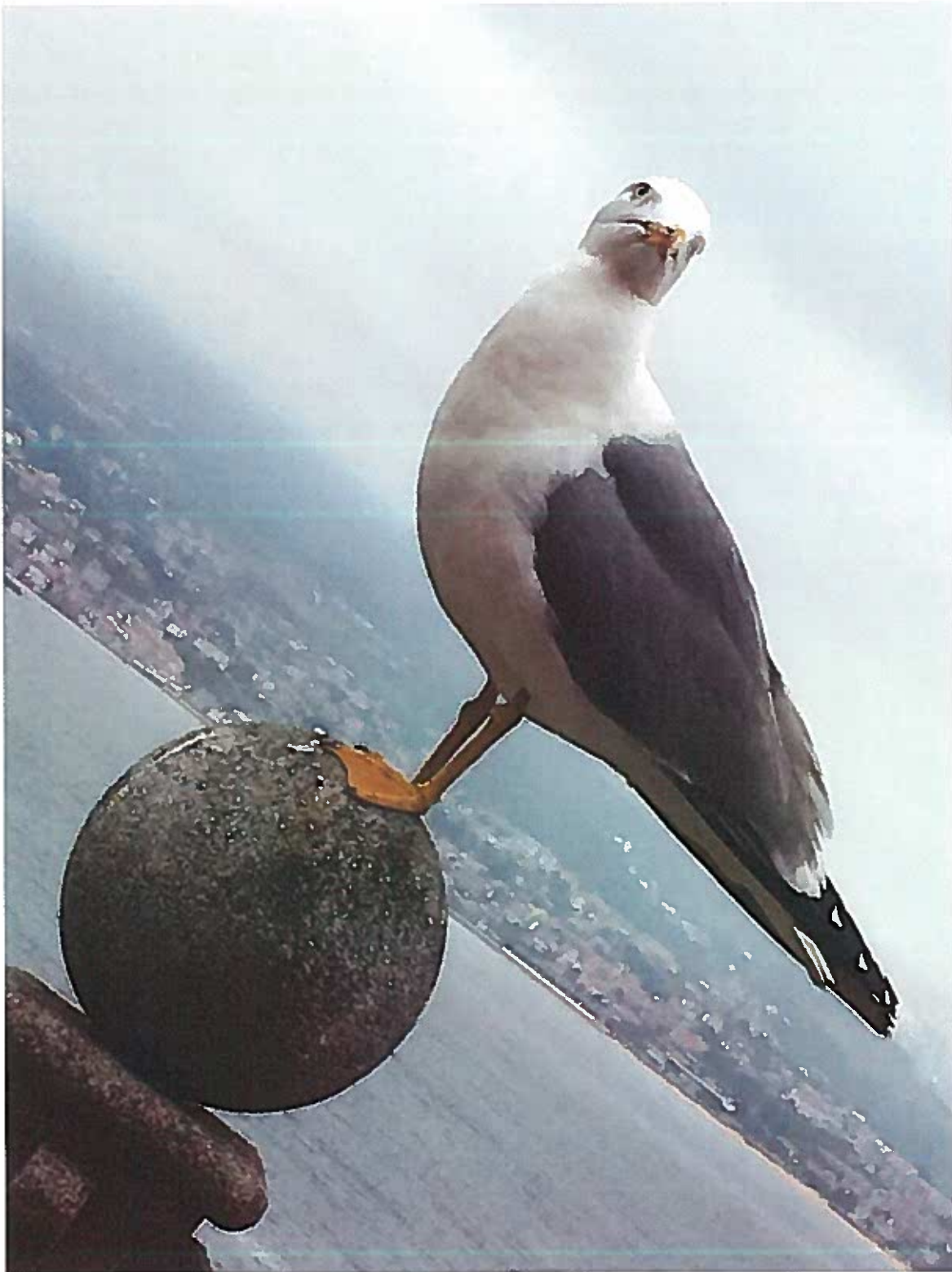
could confirm that he was “old-school” and still used an ordinary toothbrush. Quartermaster Davidson was

quiet, and said nothing. (Story to be continued). We disembarked the boat and headed for the town. We stopped (reluctantly for the Quarter Master) to visit a replica of the “Pinta”, one of the three ships that Christopher Columbus used in his discovery of the New World and which landed in Baiona on his return voyage. Quite interesting it was too - much smaller than you would expect for a ship that crossed the Atlantic with a crew of 25-30 sailors. From there we made our way to a lovely sun-lit square off the Main Street where we found a cosy bar, and sat outside in the afternoon sunshine. It was now about 2.30pm and quiet. We had two big beers each, along with some free little tapas that all these Spanish bars give away, and thought fondly of everyone back home in miserable weather. We headed back to the boat and agreed to do our own thing until dinnertime. My boss (who is Galician and Spanish in that order) had recommended me to walk around the parador or walled castle that



overlooks Baiona. It was a bit of a walk, but the views were spectacular, and most of all there was an

exclusive hotel at the top that sold outrageously priced gin and tonics. Ever the sucker, I ordered one and



took a photo of the imperious seagull who looked at me as if I was the imposter on the hotel terrace.

We re-assembled in the Yacht Club da Baiona for pre-dinner drinks, but felt a bit intimidated by the white-gloved waiters and so made out way up town to another TripAdvisor recommended restaurant. Again, a great spot. My boss had recommended the “pulpo” - boiled octopus served with paprika and salt – and it didn’t disappoint. We followed that with another couple of local seafood dishes, and a couple of bottles of local



white one. We stopped for a beer on the way home, but I reminded the crew that we were leaving at 08.30 the next morning, so we went back to the boat reasonably early.

#### **Thursday May 16th - Yacht Club de Baiona - 08.30:**

Raucous snores met my emergence from the owner's suite at 7.30am. Deciding that the weather was so far quite benign, and not wanting to waste time waking everyone, I quietly slipped the lines and departed Baiona. As we headed out the Ria de Baiona, the crew gradually began to surface. It was the first overcast and grey day of the trip - the closer we got to the open sea the more the wind picked up and the lumpier the sea became. I asked the crew to don full oilskins and life jackets - a first for this trip. By 11am, we were heading due North into 20kts and a very lumpy sea, and our 18hp engine was struggling to make more than 2kts progress.

About this time, Quartermaster Davidson began mumbling to himself and rooting through his bag and looking around the boat. He eventually stuck his head out the hatch and asked if anyone had seen his electric toothbrush. Almost simultaneously, Roddy and myself laughed and said "yes". "Great" said Alan, "where did you see it?" "Back in Baiona", we gleefully replied, much to the Quartermaster's chagrin.

By 2pm, I knew we were struggling, and regretted yesterday's decision to pull into Baiona instead of pushing on. I did some plotting and figured that it could take us another 8 hours to get to our next destination (Muros), but it would be difficult and unpleasant sailing. A quick look at the Pilot's Guide showed me another small municipal marina abeam of our current position, but about 5miles into a bay. The decision was whether to bear off, sail 5 miles at 6kts on a beam reach to a marina, and come back out another 5 miles tomorrow morning and start again, or keep going. The weather forecast was uncertain for tomorrow - it was still showing Northerly winds and big seas but it was due to moderate in the afternoon. And here is where the difference lies between a racing skipper and a delivery skipper. If this was a race, there was no way I would have sought shelter - I would have pushed on. However, as a delivery skipper, my decision was based on what was the most pragmatic and safest decision. And that was easy. So off we headed into this lovely bay, and straight away, we were more sheltered, the sea state drooped, and our boat speed jumped. We were about 30 miles short of our original destination, but the crew were happy, the boat was safe and it was the right decision. By 2.30pm, we had entered Porto Pedras Negras, another municipal marina. And this is another great story, because this place was the Uninhabited Capital of Spain! We had seen extensive apartment blocks as we entered the marina, and anticipated a good night of fine food and agreeable wine. However,

when I went to do the formalities, and asked the marina manager where the local shop was, he shrugged and said in bad English (but better than my Spanish) "no shops here - maybe about 5kms away". A brief crew gathering on the boat figured that something was lost in translation, so we agreed to send search parties out in all directions from the marina. However, at the top of the marina, and all on its own, a bit like the Malahide Bar Mark, was a lovely looking bar and restaurant. Well, I mean, what could we do? We sat up at the bar and ordered four beers, whilst eagerly Googling our location. We were getting slightly different results, so after making a dinner reservation for 7.30pm that evening, we continued in our search for a local shop. If my recollection is right, I went West, Roddy went North and Quarter Master Davidson went East. South was back out to sea, so we told Engineer Haisley to man the vessel and act as co-ordinator. But nada, niente, nothing - no sign not only of any shop, but no sign of human life at all! In fact, the only people we found were at the marina. Most strange.

Anyway, we turned up at the restaurant at 7.30pm promptly because frankly, we were bored and there was nothing else to do. The first thing we saw was a chap in chef's clothing riding off on a Vespa with what looked like his girlfriend on the back. Not an auspicious start. But we ordered four beers, and were given the menu's, which looked surprisingly good. We had a collection of seafood starters and steaks for mains, accompanied by the regulation two bottles of Portuguese red wine. The owner's English was only slightly better than our non-existent Spanish, so there was lots of sign language and gesticulating. One other couple arrived in for dinner, but that was it.

#### **Friday 17th May - 08.00 - Pedras Negras Marina:**

The plan today was to head about 28 miles north to a marina called Muros. I knew at this stage that we weren't going to make it as far as La Coruna, which was the original final destination. My flight was from Santiago de Compostela on Sunday 19th at lunchtime, so ideally I wanted to be tied up somewhere on Saturday that I could leave the boat for up to a month, until the new crew could come down and take the boat home. So today's destination was Muros, and then on Saturday we would do another 30 miles to a small municipal marina called Muxia. I knew this marina because Dermot Cronin had left his boat "Encore" there for a few weeks whilst bringing it back home from Greece. In fact Dermot, myself and two others had flown down to bring "Encore" from Muxia to Malahide as part of our qualifying experience for entry into the 2017 Fastnet Race.

So we departed Pedras Negras at 08.00 in overcast conditions. The weather appeared benign but I knew that once we left the bay and got out into the open sea, the wind would be strong and from the North. Sure enough, at 09.30 we turned onto a course of 300 degrees and faced into a 20-knot northerly breeze with lumpy seas. There was no option but to motor-sail, with two reefs in the main and about 3,000rpm on the motor. We were only making about 3kts progress initially, but then the wind freed off and our speed jumped to 5kts-6kts. It was a funny day - some heavy rain showers, then periods of bright sunshine, some strong squalls of 30 knots of wind and big seas but we were doing fine. In fact, by 15.30 we were tied up in a lovely marina in Muros. The initial berth we picked was too small for the boat so we moved to a bigger berth. The Marina manager (Pedros) was very helpful and explained to us that today was a regional holiday in Galicia and the shops were closed. I explained that we were hoping to depart tomorrow for Muxia but Pedros advised me to stay put, as the forecast for tomorrow was for stronger winds. The town was basically arranged around the marina so we were right in the centre of the action, and we decided to observe our normal routine of going for a beer. I liked this place, and was impressed with the marina and Pedros - in fact, I thought it was a better marina than the one in Muxia, so over our first beer I decided that we would end our trip here and leave the boat in Muros. I informed the crew of this decision and it was greeted with acclaim, and the prompt ordering of another round of beers. We decided to spend Saturday cleaning up the boat and re-stocking some dry foods essentials once the shops re-opened on Saturday, and to refill our fuel tanks and water tanks. So back to the boat for a quick shower and change, and then out for dinner. Due to the holiday, most of the restaurants were very busy but luckily, the best one in the town (according to Pedros) fitted us in. We ordered a round of beers whilst looking at the menu, but the owner persuaded us to share the last turbot he had, assuring us it would be enough for the four of us. And it was, accompanied by the usual two bottles of lovely Spanish white wine. We debated having another beer on the way home, but it looked like things were winding down and we were pretty tired at this stage.

#### **Saturday 18th May - Muros Marina, Galicia:**

Not much to report on this day - it was mostly about getting the boat clean and shipshape. So we washed the boat in fresh water from bow to stern, and used nailbrushes to clean those awkward little areas where crumbs

and food had accumulated. We opened all the hatches on the boat to air it out, and neatly re-folded the



mainsail and put the main cover on.

Unfortunately, the fuel dock, which was separate from the marina, wasn't open at the weekend, but the crew (who were flying home on Monday, having no jobs to go to) agreed to fill the tanks before leaving. We filled the water tanks, which took a surprisingly long time, and I visited Pedros to tell him we'd be staying for a while longer. He asked us to move to a different berth, where other long-stay boats were berthed. We made the decision to cook dinner on-board and use up some of the perishable foodstuffs that we had left over. Off we went to the supermarket and got some provisions - mainly beer and wine. We had a lasagna left over from earlier in the trip and that was going to be our main course. We spent a leisurely afternoon wandering around the town, and visiting the local church, where we got a lecture from the Quartermaster on the iconography on display and what it all meant.

Back on the boat, I started preparing dinner. It was the first time we had used the oven on the boat, but it did its job well and cooked our large lasagna in just under an hour. I had also improvised some garlic bread, and a selection of vegetables such as peppers and tomatoes. We cleaned up and washed up afterwards, and briefly considered venturing up town to check out what was happening, but we were all pretty tired and decided to take it easy and stay on the boat.

#### **Sunday 19th May - Muros Marina - 10.00am:**

I was flying home today, and I had drawn up a checklist for the crew before they left the boat the next day. I was flying out of Santiago De Compostela airport, about 1.5 hours away by local bus. The crew decided to visit Santiago and look around the cathedral, so we made our way to the little bus stop to catch the 10.30am bus. The journey actually took closer to two hours and it was 12.30pm when we arrived in the Santiago bus station. There I said goodbye to the crew, and got another bus to the airport which only took about 15 minutes. The flight was uneventful and I was back home in Malahide for 6pm, weather-beaten, tanned, and tired but having immensely enjoyed the delivery.

