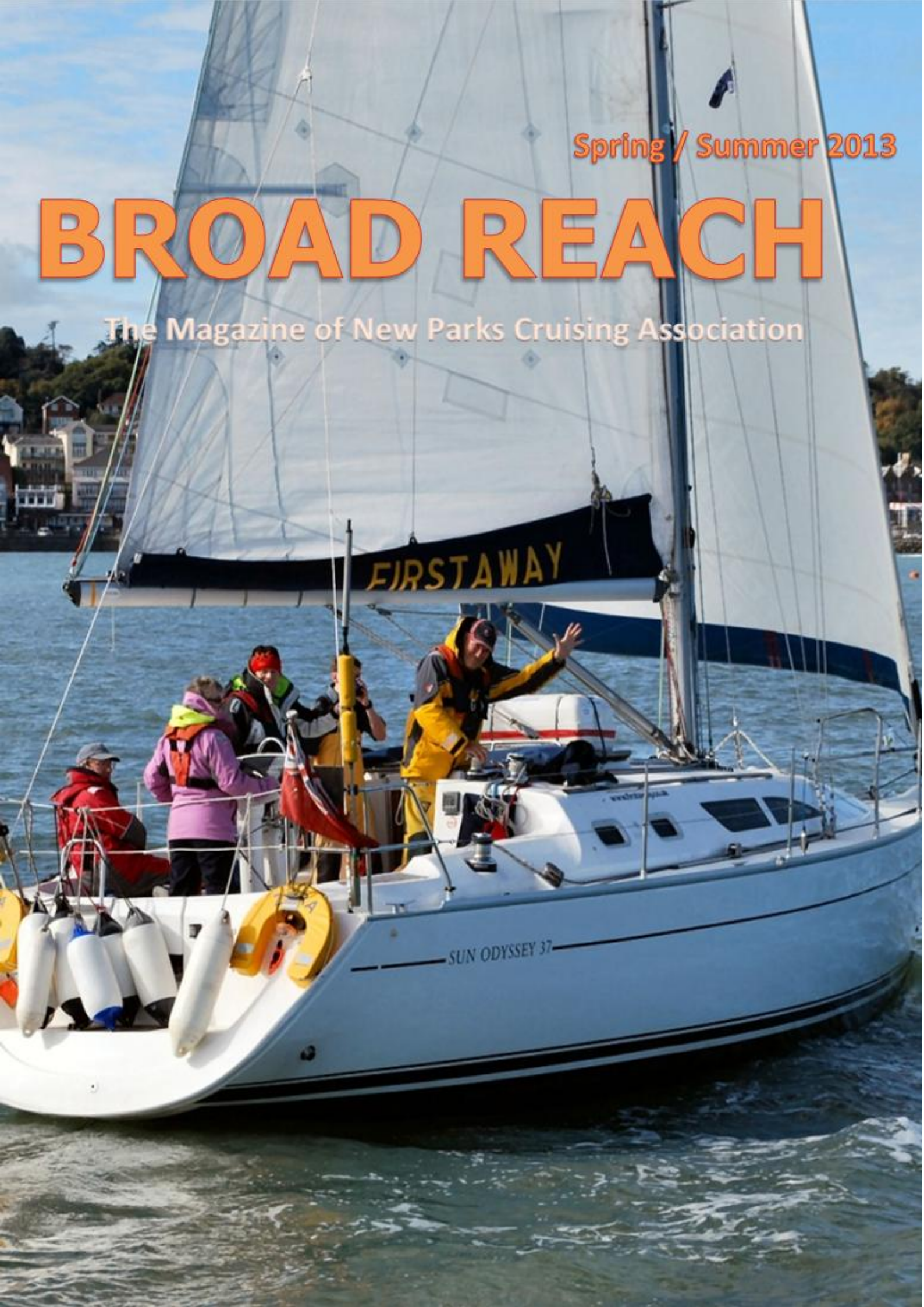


Spring / Summer 2013

BROAD REACH

The Magazine of New Parks Cruising Association



Front Cover:

Zara and Crew off Cowes on the Autumn Rally 6th October 2012 "sailing in company".

Back Cover:

Artwork, "...that you again Bill?", courtesy of Monica Matterson

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NPCA FLAG OFFICERS AND COMMITTEE MEMBERS 2012/13

FLAG OFFICERS & COMMITTEE MEMBERS	
Commodore	Eric McDowall (Sailing School Principal)
Vice Commodore	Bill Hudson (Founding Member)
Rear Commodore	Yvonne Margerison
Chairman	John Green
Vice Chairman	Peter Thorne (Editor, Broad Reach)
Honorary Secretary	Yvonne Margerison
Honorary Treasurer	Mike McQuade
Committee	Mike Flint Pauline Green (Membership Secretary) Dave Richardson Jonathan Herbert (Events) Stuart Rowland (Co-opted – Website)

NPCA PROGRAMME 2013

Date	Event Type	Subject / Info
11, 12, 13 May	Spring Rally	Organiser Jonathan Herbert
TBA June/July	Mid-Summer Event	If interested contact Mick McQuade
1 st June	Round the Island Race	Island Sailing Club
17th September	First Winter Talk Night	Details to be Announced
September/October	Autumn Rally	Mike Flint
15th October	Talk Night	Neville Maggs Hawaiian Islands
October/ November	Broads Rally	Organiser Dave Richardson?
19th November	AGM & Quiz	AGM Quiz by Peter Thorne
29/30th.Nov/ 1st Dec.	Christmas Rally	Organiser John Green
17th December	Talk & Cheese Buffet	By Mike Gillingham
14 th January	Talk Night	TBA
18 th February	Talk Night	TBA
18 th March	Talk Night	TBA
15 th April	Talk Night	TBA

Round the Island Race: Would Skippers please contact the Secretary if entering under the NPCA flag so that we can take all entries into account when awarding the club trophy.

Note: Talks are held at the Royal Oak Kirby Muxloe (01162393166), on the 3rd Tuesday of the winter months (September to April), commencing 7.30 pm
 NPCA email: [mailto: secretary@sailnpca.org](mailto:secretary@sailnpca.org)
 Web: <http://www.sailnpca.org/>

Notes from the Editor

Welcome to this, my 6th, edition of *Broad Reach*; as always production dates are very dependent on the number and timing of the valuable contributions sent to me. A very big: **“Thank You”** once again to all those who took the trouble of producing something for this edition.

We are again most grateful for another superb and colourful contribution from Monica; this time, depicting an embarrassing incident on the broads.

Remember Broad Reach is available on line at our website; if you don't know the address just put the club name into Google and it will find our page for you.

If anyone has a contribution, short articles or advertisements are very welcome, please contact me at my email address: peter@thornes.f9.co.uk .

Finally, you may have noticed a handful of new members at club nights; please welcome and talk with them as they are so very important to the club.

A handwritten signature in black ink that reads "Peter Thorne" followed by a period. The signature is written in a cursive, slightly slanted style.

Peter Thorne

Jottings from the Commodore

I've had a busy year – have you? January 2012 started temping for a different agency as I was short of work; I was in contact with a new RYA school in Scotland. My Leicestershire County Council manager informed us she was “being retired” and I made an enquiry about a vintage canal tug that I was interested in.

Janet and I enjoyed the Commodores Luncheon at Lingdale and I had a gang of half a dozen wanting to cross the Channel at Easter. The sailing trip went to Le Havre and Honfleur and the weather was kind. I liked Honfleur and would go back. I thought I might get back at Easter 2013 – but the weather made that impossible.

The work for the new agency did not suit me at all. They wanted me to start work at 3 or 4 am and I'm not good at starting at that time of day. I continue to do a bit for them now and again, but these occasions are few and far between. My LCC manager finished and I thought that would be the end of teaching night school stuff, and sure enough it looks that way now and for the future.

For the Jubilee bank holiday weekend, Janet & I took our Andrew's wee narrow boat to Birmingham. Andrew and I had decided to enter the BCN marathon. Janet and I went from Mountsorrel, down to the Trent, up Brindley's Trent and Mersey cut to Fradley, then along the old Coventry canal to Tamworth and into Brum via Curdworth (11 locks), Minworth (3), Aston (11) and Farmers Bridge (13): all uphill from leaving Soar mouth at Long Eaton. We did those last 24 locks in one (part) day and finished up walking to the pictures in the centre of Birmingham. The next day we headed for a little known part of the BCN (Birmingham Canal Navigations) near Halesowen. Janet headed home on the train from there and Andrew joined me for the marathon. If you want to know more about the BCNS marathon, try <http://www.bcnsociety.co.uk/>

The RYA school yacht was at Inverkip and during the year I taught a number of RYA practical courses up there. The water is not busy like the Solent and the way Scottish schools manage trainees feeding demands are quite different to what I am used to down south.

I also taught for British Offshore Sailing School at Hamble and did some YM prep courses, some Day Skips and some Competent Crew. I also skippered a ten-day “cruise” to explore Brittany, and it was good to revisit some places that I had previously been to when my good friend Tom had his gaffer. The wind was not kind to me on the outward legs. Instructions from the school were to head from The Needles for Ushant and then work east along the coast. It made perfect sense to do that but on the day of departure, I had a light SW wind and ended up motoring all the way to St Peter Port! The next day the wind was still light but had swung about 180, so, when the tide was right, we left Peter Port astern and set for Morlaix with a Spinney up. I did something I have never done before – we flew the spinnaker all night. Arriving in Morlaix bay in the morning, I decided I was late for the tide to carry

me up to the lock and not wishing to risk grounding in the river, I altered for Trebueden, which I had been to many years ago with Tom and the Royal Southern YC. This trip I also took the crew to the delights of Tregiuer and Paimpol, from whence we set for Jersey and the next day anchored at the back of Sark before heading for Alderney and home.

I was booked for a YM prep course at Inverkip and the school wished to put a couple of people on board to act as crew. This made it possible for me to invite a couple of people from NPCA to join me at Kip for a few days. New changes in Yachtmaster assessments mean that (new to me on this occasion) when the trainees were given a MOB drill to do, they had to demonstrate how they would lift the casualty back on board – on this particular yacht. This changes things for me as an Instructor, for the MOB exercise is now far more complex than it used to be. (See photo below)

I did a weekend at Ipswich in October for scouts with <http://www.adventuresoffshore.co.uk/>. We had scouts on board from Gainsborough. It was a fairly predictable weekend for me for the first part, with a day sail east of Felixstowe and overnight into Shotley Marina. At Adventures Offshore, I hold a rank of First Mate. Things changed in the night though, with my skipper becoming sick (flu symptoms it seemed) and I finished up skippering one of the two forty-nine footers they have, and getting yacht and crew back to Ipswich after a good sail and great fun racing these rather large yachts with two masts to get the best out of and an inexperienced crew.

Andrew and I did the NPCA Broads rally in November, which was good fun and got us “the other side” of Potter Heigham Bridge. It was a great event and I hope it will be able to continue.

So I had a busy year – and this was a small part of it.

My term as Commodore is more than half way through. I guess I won't be writing the next set of “jottings”. If you see me – do say hello and I hope you can support the many activities that your committee is trying to arrange for you.

Fair Winds

Eric McDowall

Right: Yacht 'Chimere' meets 'The Waverley' near the Burnt Islands in the East Kyle (of Bute).



New Parks Philosophy

During long nights at sea New Parks sailors can become very philosophical, perhaps it is due the glint of moonlight on braking waves or the thought of cocoa and rum at the end of the watch! These are some of the wise words I have heard when trying unsuccessfully to concentrate on a swinging compass:

“Cheer up. You never know maybe something awful will happen tomorrow”

*“The five most expensive words in the English language are
.....THIS TIME IT WILL BE DIFFERENT”*

“The secret of business is to know something that nobody else knows”

“Be optimistic! Always put on clean underwear if you are going on a date”

“You must not lose faith in humanity. You see humanity is like an ocean. If a few drops are dirty, the whole sea does not become dirty”

.

“Always try to rub against money because if you do it long enough some of it may rub off on you”

“If you don’t know what it is, don’t mess with it”

“There is no conclusive evidence of life after death. But there is no evidence of any sort against it..... Soon enough you will know. So why worry”

“Your problems never cease. They just change”

“IF AT FIRST YOU DON’T SUCCEED, TRY, TRY AGAIN. THEN STOP. THERE IS NO USE IN BEING A DAMN FOOL ABOUT IT”

“Sometimes the questions are complicated but the answers are simple”

“Make love when you can. It is good for you”

Mike Flint

RIB Ticklers

Some years ago it was spring and time to re-launch my Super Seal 26 for the forthcoming season. On Maundy Thursday she was lifted off her trailer onto the hard below the high water mark and her mast put in position by crane to await the evening spring tide. While I waited for the tide I rigged the sails and left the VHF switched on to see if it was receiving after the refit of the aerial connections. In the afternoon I heard Yarmouth Coastguard appealing to any vessels in the mouth of the Wash to assist them with an emergency in connection with a vessel reported in distress in that area. They received no response that I was able to hear.

The following morning I decided to sail Aurora from Brancaster Staithe round into the Wash to Heacham and moor her there during the Easter break, a trip of approximately fifteen miles. The journey was completed with no hitches with all the rigging and engine working perfectly for the shake down trip. However the forthcoming weather forecast now gave a warning of strong winds for several days coming from the NORTHEAST (see *Brancaster Staithe, Norfolk – Directions for Visiting Yachts*) and I decided that it would be unwise to leave the yacht there for the duration of this period. I secured the help of friend and fellow New Parker, Alan, to give me a hand on Easter Saturday morning to return the boat to Brancaster.

As soon as the yacht floated on the incoming tide, she was a lift keeler; we were away at about 0730hrs. I had warned Alan that this would be a pretty lively trip as the wind was forecast at around force six, probable gusts of seven. We put two reefs in the mainsail and had hanked on the number three jib in expectation of the prevailing conditions. Our initial course was just east of north along the coast off Hunstanton. We were close hauled on the starboard tack under a weather shore so the sea conditions were fairly benign but we both agreed that it would be fairly boisterous once we arrived at the mouth of the Wash to turn east down the north coast of Norfolk. Sure enough as we left the northern end of the cliffs at Hunstanton we felt the full force of the wind with its uninterrupted fetch. We would have to do some tacking before resuming a steady course close hauled on the port tack. The boat was behaving well in the lively conditions. Then fate took a hand.

As we were taking about the third tack, the jib sheets became detached from the clew of the sail. The previous owner had fitted a carbine clip to the jib sheets to speed headsail changes when racing and this had worked perfectly well for my period of ownership. Purists will tut, tut about pieces of steel flaying about the foredeck crew's ears and I give due credence to that point of view. As the headsail had gone through the wind it had flogged violently and this must have released the keeper bar and allowed the clip to become detached. Donning harness I went forward to re-attach the sheets but so violent was the flogging of the jib I was unable to re-attach the clip. Alan had to partially lower the jib; I then stifled it on the deck and reconnected the sheets, returned to the cockpit and re-hoisted the sail. We

recommenced our passage but this had taken time. Then it happened again and we had to repeat the whole procedure once more. We discussed a way of holding the keeper bar closed and I stood by with a roll of insulating tape in the hope of affecting a bodge repair to jam the keeper bar closed. On the third occasion of detachment we were really working like a well-honed team and I affected a sticky tape repair.

All this had taken some time and our slot for getting over the drying bar in a strong northerly onshore wind into Brancaster safely was cutting it too fine. We decided to turn round and run back down wind to Heacham and try again when things had abated a little. It never ceases to surprise me how comfortable it is running down wind after a good thrashing to windward. We both began to relax a little. Suddenly I noticed over our stern a large rib approaching from behind; the crew were all wearing helmets. I warned Alan to be prepared for visitors and waited patiently. As the Hunstanton Lifeboat came alongside I thought I would get the first word in and enquired if this visit was pleasure or business. The reply came: 'Business'. We assured the crew that we were fine, explained that we had a problem, now resolved, and were returning whence we came. They almost seemed disappointed and seemed to follow us like a reluctant sheep dog following the flock until they eventually peeled off and returned to base. No doubt there was some chit chat taking place between themselves and the Coastguard on channel 0. I rang the lady wife and warned her we were coming back and would not now need a lift in the car from Brancaster and we returned to our mooring resting in the cabin until the boat dried out and we could walk ashore. However, a gentleman in a Coastguard vehicle hailed us from the shore as we rode up and down on the mooring, and requested on the VHF that we would not attempt to come ashore in the extreme conditions - which we confirmed.

Later, I discovered that following my phone call to my wife, she had seen the driver of a Coastguard vehicle scanning the horizon with his binoculars, while she was out walking the dog along the sea front. She enquired if he might be looking for a white yacht coming along the coast. He gave the affirmative and enquired how she knew that was what he was doing. She told him not to worry as that was her husband and a friend and they were both experienced yachtsman!!! I still laugh about that now.

I deeply regret that the Lifeboat had launched but can understand that from the shore it would have looked like we were in difficulties although at no time did we feel at any risk. I am sure that I had the VHF switched on all the time but at no time did we hear the Coastguard put out a message which we could have responded to in order to put people's minds at rest. Correspondingly, we could have contacted them but we were rather consumed by our current predicament. I immediately bought new jib sheets and attached them with bowlines. I still have the old jib sheet, it was not long enough to cut and use in two sections, but it is now a secondary mooring line. I never established that as all our jib flapping took place directly in front of the lifeboat house look out, and it was Easter Saturday, that the crew were there on site and

were need of raising their launching tally. However all those who go to sea are eternal grateful for the vigilance of the RNLI.

Déjà Vu

In early September, this year, I and a friend decided to go for a few days sailing in the Solent. The forecast gave south-westerly, force four to five. We left Chichester Harbour mid-morning against the last of the flood. The forecast wind strength seemed to have been underestimated as the anemometer gave a steady twenty five knots with frequent gusts of thirty and over. My companion showed some reluctance to persevere out to the Bar Beacon as our eighteen horsepower engine and two bladed prop struggled to maintain one and a half knots S.O.G. against the prevailing conditions. However patience, of which I have limited reserves, proved to be a virtue and we eventually hardened up onto port tack, closed hauled, double reefed main and appropriate rolls in the genoa, westward towards the Solent. We decided to give the offshore small ship passage through the submerged barrier off Southsea a miss and instead go between the Forts, via the deep water channel, and run along the northern shore of the Isle of Wight up to Cowes. At approximately a mile short of the forts I looked astern and saw a powerful RIB steering a course towards us. It was very dark in colour as was the clothing of the occupants. I mentioned this to my friend, a retired master mariner, and we duly noted a medium size grey patrol vessel with stripes painted down her hull amidships standing off approximately a mile south of us.

Soon the RIB came alongside, proudly stating UK Border Agency, and a polite somewhat mature gentleman asked if we would mind him and his team coming aboard our yacht.



This was a training exercise and the RIB was being closely monitored visually by a senior official who was spending the day aboard the Customs cutter already mentioned. My conscience saying that these officials were performing a job which I thoroughly endorse I agreed, apprehensively, to the request. The RIB eased alongside our starboard quarter, both our vessels caught a wave which then came over the side of the yacht, put six inches of water in the bottom of the cockpit, and but for us both wearing full foul weather gear would have soaked us to the skin. Three officers came aboard while the remaining occupant of the big inboard powered RIB sheared off to wait for his companions. The senior official remained in the cockpit chatting and taking our details, flourishing his notepad and pen in an overt manner in order that the far off observer could survey the goings on through whatever visual enhancing equipment the cutter might have on board. Another officer went below to check the yacht immediately. "Standard procedure", we were informed to ensure no concealment taking place before and during their arrival. I mentioned that they were equally as polite as the French customs officials that boarded us in the marina in Granville at 0815 one morning several months previously. The French officials checked all the paperwork was in order and were satisfied when we assured them that we had less than 10000Euros aboard and no firearms. They then boarded the British yacht moored adjacent to us and a crestfallen crew member later informed us that they had been fined 150 euros for having an out of date Small Ships Registration Document.

Our guests were now ready to leave and at this point the challenge of re-boarding their craft arose. Instead of one of the younger members of the team boarding the RIB as it pressed close to our starboard quarter, leaping up and down as we sailed along at five knots, the senior officer went first. He stood facing forward bearing the weight of his body on his left leg inside the guard wires while placing his right leg outside the guard wire on the tube of the RIB. At the appropriate moment he had to transfer his full body weight onto his right leg, which in turn was leaping up and down with the RIB, and at the same time lift his left leg over the guard wire without slipping and with no assistance from anyone on the RIB. It takes little imagination how unpleasant a mishap would have occurred if anything went amiss. It took several passes by the RIB before his colleagues almost threw him onto their boat and they both scrambled aboard with his help. They departed with a friendly wave and thanks for our co-operation.

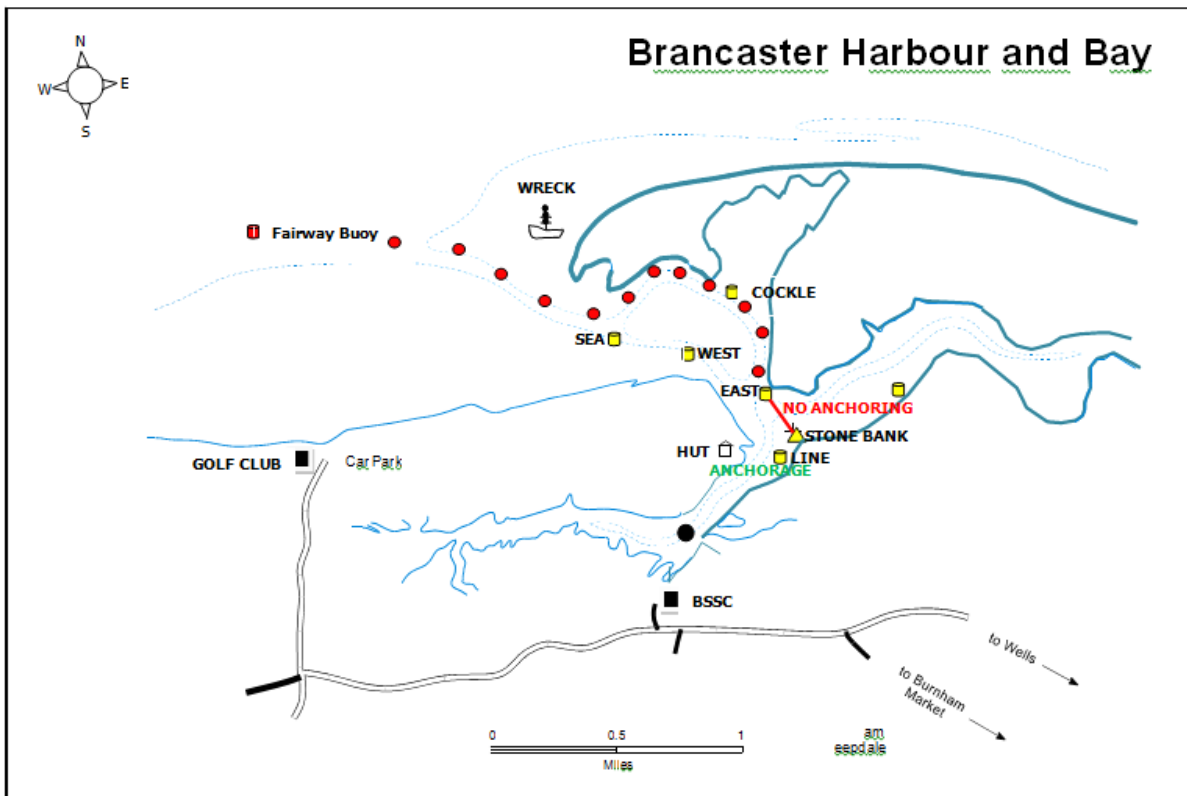
We discussed the re-boarding situation and very nearly radioed the cutter to speak to them and suggest that boarding and re-boarding might have been safer alongside the mast shrouds where they could have stood on the tow rail outboard of the guard wires but holding the shrouds and then have been in complete control of movement; really, just the same as getting aboard a yacht in the marina. By this time we were almost at the Forts and had to pinch up hard to get by the northerly one without tacking. We experienced strong winds on the nose for the next few days but had the

cruising chute up with wind on the beam for our final day's run home to Chichester Harbour.

Another eventful cruise completed.

John Allsop

Brancaster Staithe, Norfolk – Directions for Visiting Yachts



Harbour Accessible between -2 hr HW to +1.5 hr HW for vessels with a draught of 1.2m/4ft able to take the ground as the harbour dries. When the superstructure of the wreck is covered or just visible access should be possible. Exercise extreme caution in Strong Northerly onshore winds as the approach can then become quite dangerous with wind over tide and possibility of broaching.

The Fairway Buoy is located about $\frac{3}{4}$ mile North of the Golf Club near N 52 58.96' E 0 37.82' but is liable to move every year. From either direction (E or W) keep about a mile offshore until North of the Golf Club (white flashing 10 sec light at night) then come South to pick up the Fairway Buoy and then closely follow the numbered port hand (red) channel buoys East into the harbour. The channel is well buoyed but keep a look out for small green starboard buoys where the channel turns and ALWAYS believe your depth sounder as the buoys can and do move with storms and strong tides. There are no official visitor moorings but anchoring in sand is possible in the outer harbour and in the area between the yellow L (line) buoy and the starting Hut just before the main mooring area. Under no circumstances should anchoring be undertaken east of a line between the cylindrical yellow E (east) buoy and the conical SB (stone bank) buoy as there are shellfish lays that will get damaged. The harbour does get very busy during Regatta Weeks (see the club programme for details). Visitors from other sailing clubs are welcome to use the Brancaster Staithe Sailing Clubs facilities where there is a bar, food, showers and water (it is advisable to book at peak times). www.bssc.net Tel: 01485 210249. There is also a supermarket with garage, post office, a pub (Jolly Sailors) and restaurant/hotel (White Horse). Harbour Master is Mr Richard Lowe who can be contacted in advance for advice on 07810850334.

Why I moved my Boat from the Solent to the West Country and back again

It was initially a chance remark. We had sailed to Torquay last year on our summer holiday and thought how nice it was. Polly, my wife, said 'we could always move the boat here'. That lit a spark for both of us as we weighed up the pros and cons of what we thought could be a permanent move.

The pros at that time appeared to be quite heavily in favour. We had kept our boat at Gosport for many years and although, without doubt, a wonderful sailing centre the Solent is extremely popular but, because of that, becomes very crowded. The West Country offers a wide expanse of quieter waters with new landfalls and places to explore. In addition, Torquay offered an excellent MDL marina at the lower end of their cost structure, but still by no means cheap. From there, we could sail to Brixham and a little further on to beautiful Dartmouth. As we live in the Midlands, the trip down would mean motorways nearly all the way and would only add about 45 minutes to our travel time compared with our previous trips down to Portsmouth.

So how did we get on? In mid-March 2012 two friends and I had a great sail from Gosport to Torquay, Polly quite sensibly opted out ...too cold. MDL made us very welcome. There were several berth vacancies and so we had a good choice for our permanent mooring. At first it was difficult to find fault. Children and grandchildren thought it was brilliant. Zoos, caves, water parks, steam trains and beaches, sailing to Brixham, mooring in a cove and swimming off, Dartmouth and exploring the upper reaches of the Dart, and delving into the wonderful history. Even parking at Torquay was easy although at £300 extra per year it should have been. We also were able to use the base for a sail along the coast with the Scilly Isles our ultimate goal. The summer weather soon put paid to that and we had to call it a day in Plymouth. From the actual sailing point of view, the tides were not so strong as in the Solent but we had been told that the more awkward motion of the seas made sea sickness more of a problem. During our period there we certainly saw more people suffering in this way but this was only to be expected on the unbroken waters at the start of the English Channel.

What, therefore, put us off as a long term base? There were two main reasons... firstly the weather dependency and secondly a lack of ports or anchorages to visit within an enjoyable relaxing sail. There are some wonderful places; Salcombe is a sailor's heaven and there are more rivers and creeks to visit between Dartmouth and Plymouth, but few marinas, the tides have to be right and the further you venture along the coast the longer the trip back so planning for weather etc. becomes a very important aspect. This accounts for the fact that unlike the Solent the motor boats seem to outnumber yachts by about three to one. At least they can make short and

speedy excursions between more distant venues which would take both more planning and time in a sailing vessel. Other cons were the facts that unless you want to wait about 10 years there appears to be not many places to leave your boat other than highly priced marinas. Hauling out the boat seems to be restricted to the river Dart and, apart from the Dart, there seems to be a lack of decent chandlers. Also, unless we left at about 4 in the morning or fairly late in the evening, the traffic to the West Country was pretty horrendous and not just in high season.

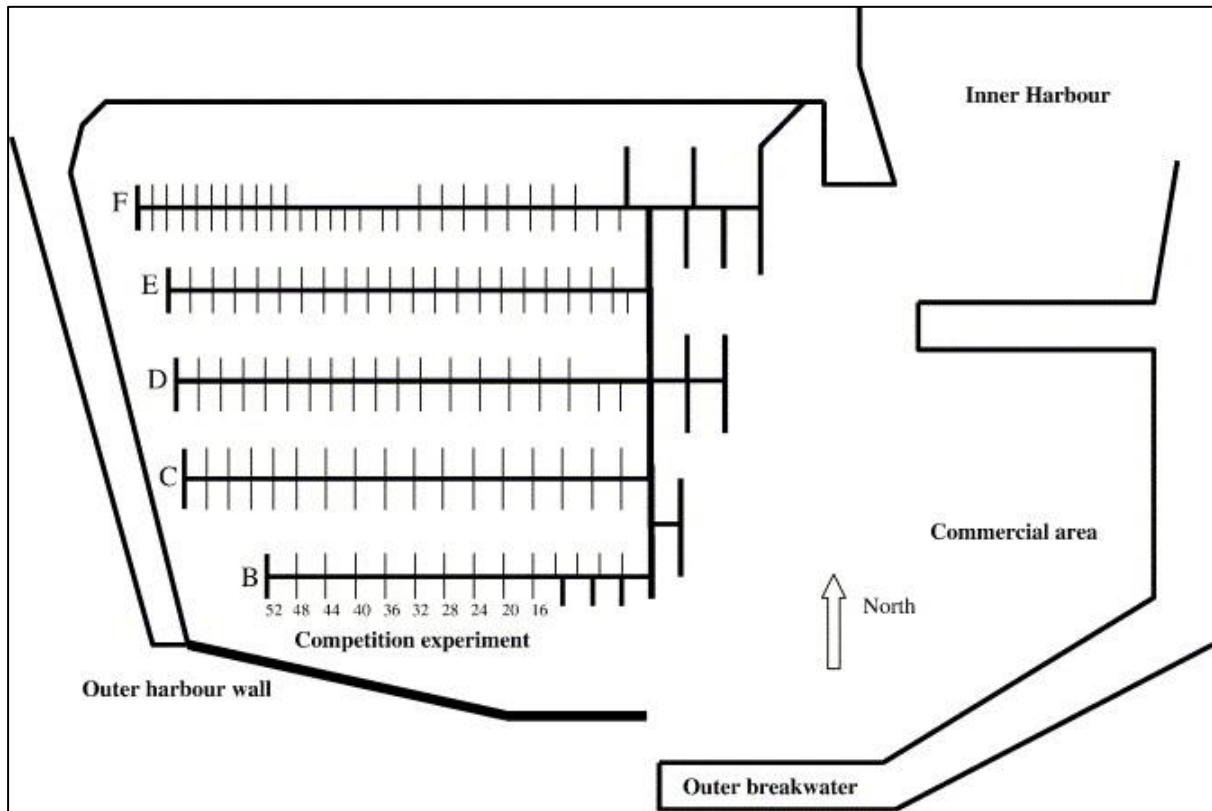
So, we have already transferred our MDL contract to Southampton and sailed back. Back to the many ports, rivers and anchorages to visit: all within a four or five hour sail and all accessible in more sheltered waters. Cheaper moorings other than marinas are more readily available without long waiting lists and, certainly for us, a shorter and easier drive down. We will still have to contend with the crowded waters, marinas at bursting point, etc. but after all it is so popular because it is such a wonderful area for sailing.

In conclusion, Torquay and surrounding area is perfect for a change of cruising area and certainly it is ideal if you regard your boat more as a weekend holiday home. Also, from our point of view, the change made us appreciate the Solent more. When sailing through past the Needles and arriving in Yarmouth we had that feeling that we had returned after a long holiday. But it is 'horses for courses' and obviously the thousands of boats moored in the West Country bear out the fact that many must find it their perfect cruising grounds. For usa wonderful coast to explore on a sailing holiday but, as a permanent base, the Solent it is and so it will remain.

John Green

Ed.: Some more information for those who are interested:

1. Plan of Torquay Harbour and Marina



Facilities & Services

440 berths

- Max LOA: 30m
- Fuel (diesel) available at Brixham Marina
- Chandlery at nearby Beacon Quay
- Fuel (petrol, LPG) facilities on South Pier
- Diesel available from nearby Brixham Marina
- Boat lifting and storage ashore available at nearby Dartside Quay
- Laundry facilities
- Boat brokerage
- New boat sales
- Secure car park
- Basic provisions available
- Marina Restaurant
- The Galley Sandwich Bar
- MDL WiFi

Aerial Perspective of Torquay Marina



Wreckage found in search for missing lone yachtswoman

You may recall news articles about this incident, where a series of events and poor judgment culminated in tragedy. The following are a series of press clippings which speak for themselves.

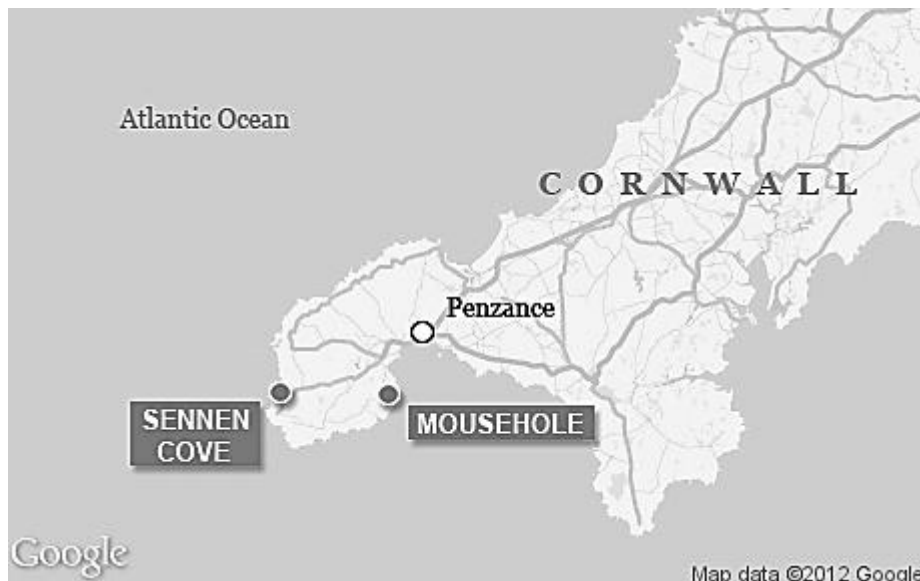


A wrecked boat thought to belong to a millionairess who bought a £32,000 yacht to set sail on a 120-mile voyage has been recovered from the coast of Cornwall.



Missing 65-year-old yachtswoman Mary Unwin Photo: APEX

Mrs. Unwin, 65, had remarried her millionaire husband Carol, 61, just days before he bought her the second-hand 31ft yacht with a banker's draft on Thursday.



She planned to sail from Mousehole in Cornwall to her home in Bideford, North Devon. She reached Mousehole on Saturday, and spoke to two fishermen whom she asked to help her tie up the boat. She told them her plan to set off for Devon on the evening tide, and they expressed amazement at such a single-handed trip by a pensioner, in the dark, with a swell approaching five feet, winds varying around and above Force 5, without a beacon, and in a boat possibly lacking a functioning radio or charts. "No different," she told them, "to driving a car at night" – a remark that belies her husband's claim that she was an experienced sailor.

Ignoring the advice of the ship brokers, who suggested she take a refresher course, she set sail for Falmouth on Friday evening.

Mrs. Unwin was last seen by Mousehole marina workers who slipped her boat's moorings on Saturday at 6.30pm.

Relatives raised the alarm on Sunday evening after she failed to appear.

Speaking before the discovery of the wreckage her husband Carol Unwin said he was hopeful she would be found alive.

Mr. Unwin, 61, said: "Mary is very, very independent." He added, "She knows what she's doing."

"And at the moment she's probably moored up somewhere or in a bay sheltering."

"I'm not too concerned because she knows how to cope with situations."

Falmouth Yacht Brokers proprietor Jerry Hobkirk today said he would not have let Mrs. Unwin sail had he known she would have ignored his pleas not to set off until the weather had subsided.

Mr Hobkirk said: "The weather was treacherous this weekend, even for some of the more experienced sailors."

"I simply cannot understand what she was thinking when she left the harbour (in Mousehole), and against the advice of the sailing school. "

"She seemed determined to fail."

Steve Huxley, search and rescue manager at Falmouth Coastguard said she "hadn't been sailing for a few years".

He said: "We have been unable to find her and are very concerned for her safety.

"There's possibly a radio onboard that doesn't work. We know there is no beacon registered to that boat. We don't know if she has a life raft onboard."

"We've put out a broadcast to shipping, we've got an air search and rescue operation, and we've got our teams out trying to gather intelligence."

"We are treating this very urgently. We are expecting the weather to deteriorate."

Mr. and Mrs. Unwin lived in a one-storey gated property called *Coastal Hideaway* in a leafy part of Bideford.

Mary Unwin was an active member of the Conservative Party standing for election as a Conservative councillor for the Longdon ward in local elections in Gloucestershire in May 2003.

She also organised social events for the Conservative Women's Association in Gloucestershire.

Neighbour Graham Ash, 74, said she had re-married her husband ten days ago.

He said: "We have only just moved here and I have seen her around in a Union Jack Mini Cooper.

"I believe they were re-married around ten days ago. I have spoken to the husband Carol and he is a very nice chap."

"We speak when I cut my hedges and he comes over to chat. Most of the time we have been here Mary hasn't been living in the house."

"I believe she is originally Welsh, at least she talks with a Welsh accent."

Mary appeared on a Channel 4 documentary called 'The Pawn King' in 2011.

She featured as "the ex-wife of a millionaire who took out a £5,000 loan on her diamond bracelet to tide herself over until her divorce settlement comes through".

The programme described how she had lived with her husband in a ten bedroom house in 2005 but since the divorce was "finding it hard to adjust".

In the documentary she describes her admiration of "nice things", including an Aston Martin and a £27,000 bracelet.

She visited Falmouth Yacht Brokers on Thursday and bought the £32,000 Seagair, a Moody yacht which is white with a blue stripe.

It is thought her husband had driven home to Devon and was waiting for her but she never arrived and he raised the alarm.

Jayne Hobkirk, of Falmouth Yacht Brokers, said the couple paid with a banker's draft.

She said: "They were just a nice middle-aged couple who were looking for a nice boat to do some coastal cruising in.

"She didn't say anything about any trips. I haven't spoken to her husband since.

"She said she had a captain's ticket, but it sounded like she hadn't done any sailing for some time."

"I told her to get a refresher course, but that that would normally take some days."

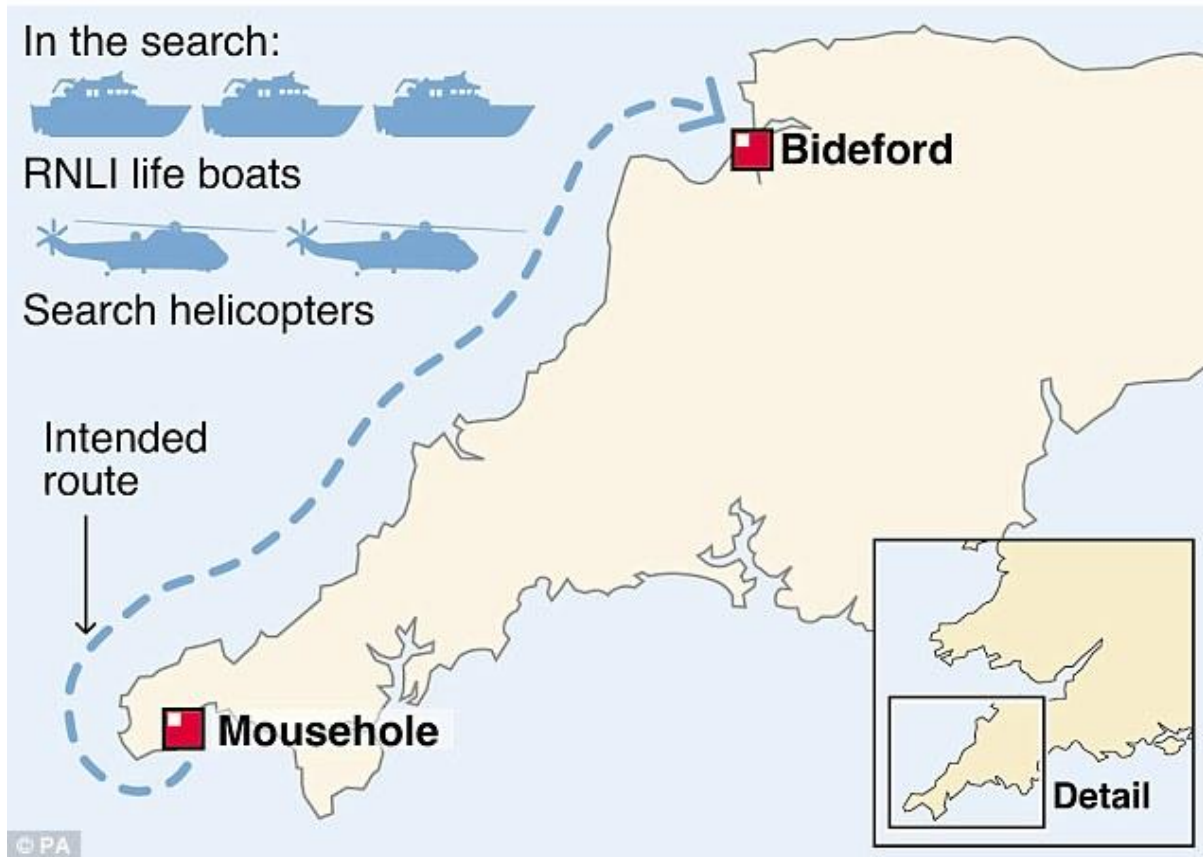
Mr. Hobkirk said the 130-mile journey from Mousehole to Bideford would have tested even experienced sailors, let alone in difficult conditions.

He added: "I was amazed when I found out that she had set sail. If I had known, we would have stopped her."

"There were strong winds and rough seas on a piece of coast that has very few escape routes. If you get into difficulties there aren't very many ports to play your 'get out of jail' card with."

Search for lone yachtswoman

Air and sea rescue teams are searching for a lone yachtswoman who is reported missing off the Devon and Cornwall coast



The wreckage was found at Sennen Cove, off the north Cornwall coast during an air and sea search.

A police spokesperson confirmed that the wreckage is thought to be missing 65 year-old millionairess, Ona Mary Unwin's boat, although there is no sign of a body on board the stricken vessel.

THE HARTSHORNS IN THE USA ON NIMUE December 2012

Michael and Ann's summer plans were disrupted when Michael had to return to the UK for a hip replacement during June.

Their next location report was from Zimmerman Marina in Deltaville, Virginia (37:33.37 N) on 26th October.

Deltaville is on the west side of Chesapeake Bay, some 40 miles north of Norfolk City, with its Naval Dockyard and the entrance to the Intra Coastal Waterway heading south to pass inside Cape Hatteras.

A further complication arrived on the morning of 29th October: Hurricane Sandy! Luckily they were still tucked up safely in the Marina.

After several weeks working on Nimue, they set off south, and by 7th December were passing through Albemarle Sound into the Alligator River on the ICW in North Carolina. (35:55.24 N), about 60 miles south of Norfolk.

By 11th December Nimue had reached Pamlico Sound (34:42.87 N), not far from the exit to the open sea at Morehead City, and by the 14th, was off Wilmington, a further 75 miles to the south west. (34:11.33 N).

They are now in the historic city of Charleston in South Carolina, where they intend to spend Christmas and the New Year. The plan then is to head for the Bahamas.

Their progress may be followed by internet on: [Mailasail/web diary/Nimue](#).

Hugh Butler

Getting to France

Note from the Editor:

I'm sure there are easier ways to get to France but we in New Parks know how much more fun it can be if you decide to buy a boat, qualify as a skipper and make passage all in one go. So, please, read on with Isobel & John Mac Donald's descriptive log of events on their first passages in their new boat – enjoy.

Ed. Peter Thorne

9th April 2012

Had “Bon Voyage” drinks and lots of singing with a few friends in the Old Inn, Littlethorpe. It still does not seem real yet and that it is really here after all the planning.

11th April 2012

We travelled down to London with a friend giving us a lift with our gear and food. He, John, to purchase, 2 new leisure batteries, we had discovered the old ones were bulging and dying. We had already purchased a new 4th battery especially for the bow thruster last week when we had come down to get the boat de-winterised, so this was an expense we could do without as they are not cheap. A neighbour from another boat offered to put them in for us, which he duly did as John had a weak back.

12th April 2012 (our wedding anniversary)

On board: Isobel, John and Eric McDowall. 0645 we cast off from Gallions Point marina at the bottom of the London City Airport and went through the lock on to the Thames again. Eric had come on board to give John some tuition in skippering and navigation in preparation for his Day Skipper course and exam next week. He decided to go round the coast and into the River Crouch where we moored up at Essex Marina, which is over the river to Burnham on Crouch, arriving at 16.53. We phoned Isobel's son who works in Southend on Sea to see if he would like to come over for dinner, and were told he was on the M1 on the way home!! Never mind, the men had 1.5 chops each so did not go to waste. We went into the bar for a drink and then turned in for another early start. There was not much else to do here, Burnham might have been much better!

13th April 2012 (John's birthday)

Got up at 06.30 ready for the off when Isobel cleaned one of the misted windows to find it was not just mist, but thick fog and we could not see the other side of the river. At 09.30 it was just mist so we cast off and made our way down the river and out to the coast again. Once we got almost out of the river we saw some lumps on sand banks which turned out to be seals. By the time we got a camera they were too far away and one of those photos you say later “why did we take that?”. We must get a better camera with a good zoom. Going round the coast, Eric gave John some exercises using the chart plotter. At the entrance to the Walton Backwaters we had some anchoring practice as we had not used the anchor before so wanted to know how it worked. Eric gave us some great advice. We then went up the Walton Channel and moored in Titchmarsh Marina on pontoon D18.

Our bilge pump electrics developed a fault where it would not operate from the electrical switch and only on the hand pump in the bilges itself. We decided to stay until it was fixed instead of going round towards Harwich as planned.

14th April

We were picked up from Walton on the Naze by our friend again and went back to Leicester.

15th April

John travelled to Gosport to do his Day Skipper practical with the Heave2 School of Sailing.

16th – 20th April 2012

John did his Day Skipper practical course in the Solent and PASSED.

21st April 2012

John took his Day Skipper theory part 2 which was chart work. He was too shattered after sailing in the gales and the intensity of the course he had just completed, as well as the pressure of leaving later in the day to go to the boat, and did not reach the required level to pass. He can re-sit it again in June when he will have had more practice.

At 18.00 we eventually left home until June – phew! Another friend gave us a lift down to Walton on the Naze with all our gear as it was not practical to get a train because Walton is literally in the backwaters. We arrived at 10pm after a drink, and decided to have a good tidy up in the morning as we were too tired. Steve stayed the night and enjoyed being on board.

22nd April 2012

We woke up to a beautiful sunny morning. John and Steve went into Walton on the Naze to a cash machine and to get some milk but then got sidetracked to an indoor car boot sale.



Steve bought Isobel a tray depicting an old map of the world to be kept on board as well as some things for him. John bought some bargain battery lights (which he put up in our

aft cabin and on the galley steps).

After lunch, Steve went reluctantly home. He enjoyed his time on board and wished he didn't have



to go but promises to come back once we are in Holland. John unpacked our new fenders to find one slightly deflated.

He tried his new skill of splicing and I did some whipping to hide the ends. Not perfect but will do the job. This time we are writing the boat name on as we lost four in Gallions Point marina – not saying if they worked loose or were stolen, but with the boat name on perhaps we stand a chance of them coming back if anyone finds them.

23rd April 2012

Woke at 7.45!!. Isi had a restless night with cramps and painful knee. Lovely sunny morning again, and engineer due at 10am. James came to sort out the electrics with the bilge pump and sods law it worked! BUT water was squirting from somewhere and we found a plastic connector had split, so replaced it with a brass one. Then it was noticed that there was another leak in the exhaust water box where the seam had split along the top. This was just below the waterline so was not good news; James does not do this type of work, so had to get the engineer from the marina



(twice the price of James!). He came to look at it and said “you’re sinking! To do it we would have to take you out of the water in the slings, £160, but there is no slot available for the crane for days and not sure if I have an engineer available. I will go and have a cup of tea and come back”. Well, he never did come back. John saw the

Harbour Master and there were some scrubbing stakes available for £18, so at 3pm we took it round there straight away and waited for the water to go out. We were so fortunate that the chandlers had a replacement in stock at the internet price, so after asking if there was “an old git’s” discount, John got 10% knocked off!!



We stayed upright which was great, but it was a steep learning curve for us both as we had never done this before.



John managed to change the leaking box with great difficulty getting the old one out, but it was so much easier putting the new one in, which is just as well as the tide does not wait for anyone.

Whilst we were dry, he took out the log and cleaned it as it has only worked intermittently previously. We have to wait and see if it works now, otherwise it will have to be a new one. (Our

folding bikes stored in the bow storage are in the picture). He cleaned the exhaust outlet which had barnacles on and stopped the non-return flap from closing completely.

It was also an opportunity to wash down the waterline and inspect the anodes as there was much deliberation as to what we should put on when we were in



Newhaven. Zinc is for sea water, manganese for fresh water, and aluminium for brackish water. We were leaving Newhaven round the coast to London (salt water, Upper Thames (fresh water), marina for the winter (brackish), back round the coast (salt water), then Dutch canals and rivers (fresh or brackish water), so we were

advised on aluminium. They are still there and doing the job. They will need to be changed in the winter as per usual. We made something positive out of the negative.

We then waited for the tide to return to see if all was well. Isobel went to bed fully dressed in case of emergency!! , John stayed up to inspect and all was well. High water was 2am so we could not move the boat then as we would not have been popular waking people up so had to wait until the next high tide in the afternoon.

24th April 2012

All is still well, John stayed up to see the incoming tide didn't affect the repairs, so was tired and had a lie in of sorts. We woke to find we were at a slight list because we had both been on the same side when the tide went out. Fortunately we were leaning against the wall and not out on our lines. Another lesson learnt was that we did not put any springs on and so we had moved when the tide went out and that was why we listed. No problem, but we will know if we need to do it again.

When the tide came back in, it was quite windy and it was difficult getting off as we were being blown on (lee shore), but eventually managed it and went to the refuelling berth where we filled up (after emptying our jerry cans of red diesel to avoid being fined in Holland) ready for the crossing. Getting back to our mooring in the strong winds was not easy, but we managed especially as someone just

happened to be walking by and took our middle line for us. We got “ship shape” again, had a shower and washed our hair which felt more human again, and then the sun came out after all the earlier rain.

25th April 2012

What a wet and windy day. Rather glad we are in a sheltered marina as they have been strapping down boats in the yard that are still out of the water. Spent most of the day sorting our photographs and getting last year’s trip nearly finished. It has been horrible all day, but John went for a quick walk to the shops to get some milk and bread when there was a brief dry spell.

26th April 2012

The weather started reasonably sunny but it is still windy, then as we were thinking of going for showers the heavens opened again! It surely must end fairly soon although looking at the forecasts, there is no end in sight as a positive, only a slight “maybe” for Tuesday. The “maybe” for Saturday is not looking likely. John serviced the heads which now work perfectly again after being intermittent on the flushing. We kept an old kettle in there for that purpose, so it was not an extremely urgent job yet, but better now it is done.

After lunch we went into Walton and had a look at the sea, and were rather glad we were not out there as it looked very brown. The library was shut so we could not download blog with photos and it does not open tomorrow and only 9am – 1pm. We got a taxi back as Isi’s knee is very painful and she went to bed before 10pm to rest it.

27th April 2012

It is a lovely warm and sunny morning – hooray! It is still windy and gales forecast though. We did the laundry this morning using the marina facilities rather than using our washing machine that we have on board. After lunch we went into Walton again by taxi to register with the local doctors so Isi could get some painkillers as she must have left most of them at home. We registered at 2pm but had to go back at 5pm for either the prescription or to see a doctor, so we went down to the sea front and sat in a shelter overlooking the sea like 2 old pensioners. It looked beautiful today in the sunshine and quite smooth even though it is still windy. It was quite frustrating as it looked perfect for going across but the wind was with the tide so lulled you into a false sense of security. After spending about an hour there, we then went back to the Victory pub and had a drink. There is nothing else to do in Walton – honestly! In the pub we asked about internet and he said “We have only just got rid of the carrier pigeons and getting used to decimalisation. We are not called Walton backwaters for nothing.” They and at least 1 shop that we found do not take debit or credit cards which we find very hard to believe in this day and age.

We got the prescription and then went back to the pub (they do a good pint of beer and lager) and had “bus pass” meals of fish and chips and Barnsley chop, which were really good. We then got a taxi back (very frustrating to have to keep getting taxis) and John finished doing the splicing on the fender and then did our new fender step. He did a brilliant job.

28th April

Another wet and windy day and have heard it is supposed to be worse tomorrow! Will we ever get away to Holland?

After breakfast we went into Walton on the Naze and eventually managed to send the newsletters. The computer in the library was so slow it took us the allotted 1 hour to compile a new group listing and send the email.



We came out at 1pm and as it was lunch time and starting to rain, the pie and mash shop over the road (which had been recommended to us) was beckoning us to come in. There was only 1 choice of pie and that was minced beef, but you could have a choice of single or double helpings of pie and/or mash. We opted for double pie and single mash and then she said “do you want liquor on it?”. We thought “What?” so asked her to repeat it and once again she said “do you want liquor on it?”. She then showed us this liquid and said it was parsley sauce (but not as we know it); anyway we said “yes”. Well it was different and very good. John described it as having pie and mash with a soup on it. The shop was very popular and obviously a local tradition.

We then tried to find a mains mobile phone charger without success (our 12v ones do not seem to be charging quickly for some reason and so our batteries are running down all the time because the reception in this area is not very good and so draining the battery) as the Computer Shop (our only hope) shut at 12.30!! We love and hate this place for its quirkiness. Still wet and very windy so got a taxi back to the marina where the wind was howling through the rigging. Isi took a video with sound effects. It is evening now and we are getting fed up with wet and windy and want to go and sail! Isi bought some Sudoku books and has been doing those whilst we are bobbing around in the marina and John has been watching a Black Adder DVD. We have also been watching all the boats swaying about in the marina and listening to the wind howling. At first it was OK but now it is getting boring and the thought of it getting worse tomorrow is not good. Hope we sleep tight! We should get rocked to sleep at any rate.

29th April 2012

We woke after a restless sleep because of the wind howling and the noise of the boat next to us groaning against the pontoon on its squashed fenders. Fortunately we were being blown off so we were better. We could not muster any enthusiasm for getting up until 9am after our usual 2 mugs of tea in bed. It was decided we needed a “comfort” breakfast so the cupboards were raided and we ended up with a smoked pork sausage, fried potatoes, cooked fresh cherry tomatoes and fried egg.

It was delicious. e spent the morning on computers trying to merge our contact lists into 1 list for our blog and newsletters.

2pm after lunch we actually saw a glimpse of the sun! The wind is not howling anymore but it is still windy and the next boat still making groaning noises, albeit less often. In the afternoon we decided to be optimistic and sat down to do a detailed passage plan in the hope we will leave here soon. It is going to take us a bit longer than first thought because of the traffic restrictions in the area as well as avoiding wind farms and sand banks, 15 – 17



hours! With no long period of settled weather in sight, we even looked at going to Ramsgate then across to Dunkirk. We would then have to go 12 miles offshore to avoid the Belgian territorial waters because they do not allow boats with red diesel in their tanks so making life very difficult, and end up at Vlissingen or Breskens in Holland.

The evening has turned out to be extremely calm, not even a ripple in the marina. We are looking forward to a good night's sleep.

30th April 2012

What a beautiful sunny morning and calm. Forecast is still 5-7 in the North Sea so it is very frustrating. After lunch we decided to get the bus to Clacton on Sea. It is 1 mile down the lane from the marina to the bus stop and every other time we have gone to walk, someone has stopped to give us a lift. Today with it being a lovely day, no one stopped as they thought we were just out for a walk. We got on the bus which arrived as soon as we got to the stop, which was great. It was a pleasant trip in the sunshine and seeing some different scenery. We had a walk round and found a bank and mains charger for our mobiles as the 12v ones we have do not seem to be giving enough charge and they are always going flat. Clacton is one of those places that all shops look the same so you could be anywhere and the pier is full of rides and slot machines, so typical of any seaside town. We did not venture on to the pier but found a pub opposite and watched others enjoying themselves and glad we were not on the rides. Some are so scary these days, but others looked very tame by comparison.

We got the bus back at 4pm as Isi's knee was playing up and she had had enough of hobbling around. Coming back along the lane to the marina once again no cars stopped even though Isi was obviously limping and we even put our thumbs out. The drivers just waved, so very frustrating. Half way back Isi's knee gave way completely and then could not put any weight on it at all. John flagged down the next car which happened to be a taxi coming away from the marina. He very kindly turned round and took us to the top of the ramp without charge. Bless him! Somehow Isi managed to get back to the boat and on board, then went straight to bed to rest. I made us both a good gin and tonic. Isi slept from 5 – 9pm and then stayed there.

1st May 2012

Another wet and miserable day; Isi managed to sleep most of the night but still can't put any weight on the knee so decided to get a visit from the local doctor who prescribed stronger painkillers. If it did not get any better, then he said that he would send her for an x-ray. I walked into Walton to get some shopping and the prescription and then got a taxi back, who happened to be the same driver who stopped yesterday. He was asking after Isi and agreed with what the doctor had prescribed. It seems he was up on this as he had rugby injuries.

James the electrical engineer came this afternoon to look at the bilge pump electrics as the automatic was not cutting out. He fixed that and found a filter was all gunged up and broken, so all is OK now it has been replaced. He also looked at the electrics to the chart plotter outside socket. The lead and the socket tested OK but it does not work! In the end he had to give up as he could not work out where it was going wrong. He had never had anything like it before. Isi stayed in bed all day and managed to get up the 2 steps into the saloon in the evening for a change of scene.

2nd May 2012

Isi's leg is a bit better as she can put a bit of weight, but still painful and not really up to travelling yet. She had a shower and washed her hair and felt a lot better, and even the painkillers seem to be taking effect at last. After a tidy up we got the boat "ship shape" and, as Isi is feeling better, we decide to look at the tides and see if we could actually go this afternoon. It was all systems go then we paid the marina and cast off at 12.15. We had a leisurely trip down the river and then set a course for Ramsgate with the option of going into Bradwell if Isi's knee was not up to the journey. All went well except the wind got up a bit more than we were expecting and so we were surfing down the waves doing 8 knots with wind and tide with us, as we were approaching Ramsgate. We had timed it just right as it was slack water when we arrived and so we were rather pleased to get into the shelter of the harbour walls. At 9pm we had tied up and had our gin and tonic to celebrate our first long solo journey on the sea. We then had dinner and went to bed at 10.30 exhausted.

3rd May 2012

It is a dull and foggy start to the day and seas still lumpy so probably stuck here for a couple of days as the weather forecast is not too good. We need a couple of clear days to make it to Holland. At least there is more to do here than at Walton on the



Naze! We had a look around Ramsgate and did a bit of



shopping as shops nearby is a luxury. Found out a bit of history regarding the Smack Boys home on the Military Road alongside the Harbour. Lots of boys were taken to sea in Fishing Smacks and were not treated very well, so a home was set up to look after them when shore-based. They had

come from Orphanages, poor schools, reformatories and training ships to work on the smacks. Ramsgate is the only Royal Harbour anywhere in the country, and this title was awarded by George IV in 1821.



We were fascinated to see the cliff edges amongst the stone columns supporting the road above.

After dinner we watched another DVD but this time we used the speakers that we had bought earlier in the day. The sound was much better. A bargain at £6 we thought. Does not look like we will be going again tomorrow!



4th May 2012

It is another wet and foggy morning. We are not having much luck with the weather. We decided to make the most of it and take a bus to Margate. We were really disappointed to see how Margate is struggling. Lots of shops are closed down as there is a huge out of town shopping centre, much larger than we have seen before and at least 4 times the size of Fosse Park. Margate's beaches looked lovely although it was not the weather to enjoy them.

On our return to Ramsgate we went over to Cevia the last remaining ocean going Steam Tug built in 1946. Unfortunately she was closed (even though the sign said we were during the opening hours) so we could not go on her, and also the maritime museum was closed. Such a shame as we would have liked to look round both.



5th May 2012

Surprise, surprise, another wet and windy day. We are hoping tomorrow is our day, so keeping fingers crossed. With all this bad weather we have thought about going to Holland via the French canals rather than having to wait for ages for another weather window. With this in mind, we went to a café where there was Wi-Fi so Isi could download planning charts and information on all the French and Belgian canals. (We thought we had brought the CD with us, but could not find it). We discovered that the Navionics electronic chart with the inland waterways of Europe on, does not have all the information we need, even so far as not telling us place names let alone mooring places. The downloading took a bit longer than we thought on their Wi-Fi as it was a bit slow so we went to another café where it was much faster.

Later on we had another wander round Ramsgate and bought a couple more DVD's to watch later.

6th May 2012

We woke in time for our 8am departure BUT there was a difference in our interpretation of the weather forecast -“5 & 6 decreasing 3 for a time”. The optimistic one who could see the glass half full only saw the decreasing 3 and ignored the 5&6s and said let’s go. The pessimistic one only saw the 5 & 6s because it did not give any indication when and how long the 3 was going to arrive. The wind was howling in the marina so it was definitely a 5 now, so they were not for going! They always say they that they prefer to be ashore wishing they had gone rather than at sea wishing they had not!

The pessimistic or cautious one won, but of course sods law at lunchtime it turned out to be a glorious sunny day and the wind did seem to calm down. After we had both been feeling rather down in the morning we decided to get a bus to Canterbury and stop off at Broadstairs on the way.



Are we glad we did as it was absolutely beautiful. We saw Bleak House but missed Charles Dicken’s house and museum. When we were down by the sea, we saw boats out at sea crashing through the waves and we were glad we did not set off as this was inshore and not mid channel. If we were a yacht it would be no problem as they have a deeper keel. We are made for the calmer seas and inland waterways.



We then got a bus to Canterbury and that was another lovely place. The Cathedral was closed which we thought strange for a Sunday and around 4.30/5pm. £9.50 to get in, so perhaps a good job it was closed. We were able to look around the grounds and cloisters which were lovely.



Look at the size of this tree in the Cathedral grounds, not sure what sort it is and there was no information about it. Look at the size of it compared to John.

We caught the 19.10 bus back to Margate and changed to get the “loop” bus back to Ramsgate. We are very impressed by the buses

here both by their frequency and cleanliness. We then decided to do our laundry in the hope we do go tomorrow, at least we will be all clean!

7th May 2012



Blue sky and sunshine WOW! Forecast 4-5 and sea state slight, so we are going!



We set off and yes it was a great crossing without incident. John photographed the ships in the shipping lanes (see pics).



As we approached the French coast it was our first opportunity to fly our French courtesy flag to go with our burgees, New Parks Cruising and The Cruising Association. Nearing Dunkerque and seeing the beaches, you could not help



thinking about the 360,000 plus men picked off the beaches and the 68,000 who lost their lives gaining time for the fleets of little boats to do their essential job, (some of whom did not get back to blighty,) in those 3 crazy days in 1940.

We came into the harbour and found a place to moor up, and then had a large G&T to celebrate the crossing. We went to the office and booked for 2 nights. Wi-Fi (wi-fi as John calls it) is only €1 per 24 hours so we had that too. We got back to the boat and discovered that the electricity which should be included keeps tripping out so we cannot have kettle and fridge on at the same time. Not very good, let alone any heating.

Steve and Nanka with daughters (Isi's son and daughter-in-law with grandchildren) are due to join us this evening as they have been on holiday in their campervan as well as visiting Nanka's parents in Holland and catching the ferry from Dunkerque tomorrow. We thought we might miss them, but thank goodness we made it over in time. If we had managed it earlier they would have stayed on board for a couple of days. Never mind, another time.

They eventually arrived at 11pm as they could not find the correct marina. The address that we were given including postcode took them to the middle of nowhere. We had a lovely time together before all going to bed rather tired.

8th May 2012



Some woke earlier than others. Ella (4 months) wanted feeding and Sasha (3) wanted to play, but others slept longer than usual expecting to be woken up by some noise.

We had a quick breakfast before heading off to a supermarket to stock up with beer, wine and, of course, food too (taking advantage of having a vehicle). The first one we went to closed at 11.45am, so not understanding why, we went to another one. A trolley was loaded with our

goodies and then we waved the others off to see if they could get on an earlier ferry than the 8pm one they had booked.

Once we were back on board, we stowed the food and drink and John did some passage planning for tomorrow as we think the weather looks OK, so far at any rate! We have to go such a long way round to avoid the Belgian 12 mile waters due to us having red diesel in our tanks.

It didn't seem very long before we had a text saying "can we come for dinner as the ferries are all booked and no room for any extra high sided vehicles" (their Campervan) so they must stick with the 8pm booking. We had a lovely meal before waving them off again.



Later we went for a walk to the beaches of Dunkerque and remembered again all those who lost their lives in 1940.

Isobel & John Mac Donald

The Broads Rally 2012

The Broads Rally is usually the best supported rally in the New Parks calendar. This is quite odd as every person attending must hire a boat, and hiring yachts on the Broads is generally more expensive than hiring at sea. Members certainly do not hire to wallow in the luxury of Broads yachts nor do they look forward to the certainty of blue water sailing. So what is the attraction?

Sailing the Broads is unique; you can only do it on the Broads. It is claimed that if you can sail on the Broads you can sail anywhere. Admittedly navigation is somewhat easier, I have yet to see a compass or GPS being consulted and neither do we work out a course to steer or bother too much about windage taking us off course.



1 Headroom could be better



2 Lapwing in the reeds

For me the appeal is about the fun and fellowship, it's about the sights and sounds, and it's about tradition. We sail traditional Gaff or Gunter rigged boats, there are no instruments so the helm must rely upon sailing skill. He or she must feel the wind and think ahead to work out where the wind will be when the boat rounds the next bend, to gybe or not to gybe!

There was the infamous sight of Bill Hudson stuffed in the reeds, ask him and he will tell you that they were dropping the main but the rest of us know the real truth. See the photograph,

what do you think?

Talking of Lapwing, she is undoubtedly the largest yacht available for hire on the Broads and when she is under full sail in a good blow she looks glorious. Naturally she carries a heavy handicap in our races.

There are other sights that bring smiles to our faces not least that of Captain Chaos and his sidekick see overleaf. This photo is a reminder that turning away in plenty of time saves severe embarrassment and loss of security deposit. The bow sprit is

definitely best left intact on the bow of the boat. Not only are the aesthetics better but the boat sails better when the jib is raised.

It is good to see that the Broads rally is attracting a younger generation and they too challenge the older members. Tom Haywood still holds the record for being the youngest member of New Parks to hold one of our trophies. He won the Ranworth Shield for his tenacious helmsmanship when he was just 14 years old!

A typical Broads Rally follows the time honoured pattern, collect the boats on Friday and moor at the chosen Friday evening venue. On Saturday, Race Cruise in



3 Captain Chaos and Side Kick with their broken bowsprit

Company (we do not race for insurance purposes) and see who gets there first. Get together on Saturday evening for the rally dinner at another venue then sail again on Sunday morning. Traditionally we say goodbye at lunchtime on Sunday so that crews can return their boats and get home in time for work on Monday morning. Recently, however, the yards have agreed to extend our hire period to Monday lunchtime at no extra cost and now crews can sail all day Sunday and still drive home on Monday in daylight. We have the extra night in a Broads hostelry to challenge each other's sailing techniques and to laugh at others sailing misfortunes. To make the best of the rally, crews need to be able to take Friday and Monday off work.

The Broads Rally does not happen all by itself; it could not go ahead without the support of three boat yards, Eastwood Whelpton at Upton, HorizonCraft at Acle Bridge and Martham Boats at Martham. Then there is a bit of organising on our end.

Early in the New Year, the rally organiser must contact the yards and agree the prices for the boats. He or she then decides upon the venues for the overnights, contacts them and agrees eating arrangements and showers. Once these tasks are complete the organiser works out the prices to members which, in itself, is a fine art. NPCA hires the boats at a discount and makes them available to members after taking a small margin to cover the rally costs. The trick is to minimise the margin and still break even. The 2012 rally saw finances of over £7,000 and our surplus was just £1.29!



4 - A Martham boat trying to catch an Eastwood Whelpton boat.

Then the communications begin. Years ago we used to write to members giving details by post, then email took over and electronic documents flew over the ether. More recently we have had a website that enables members to find all the information that they require, book boats and order meals on line.

Once the rally costs have been determined the organiser then looks to arrange entertainment on Friday night and a speaker found for our Rally Dinner. Collating menu choices and organising seating plans take up the last few hectic days just to make sure that members enjoy the rally.

NPCA is privileged to have a good friend in John Burton. John has lived and worked on the Broads all his life and no one knows the Broads better. John and his friend Ray set out our sailing courses and work out our handicaps. Maureen and Yvonne help with timekeeping. At the Rally Dinner, John runs an 'auction' for something that he has supplied. This year we raised over £300 for the RNLI. Thanks John, without you the Rally would struggle.

All of this may seem like a lot of work, and it is, but the rewards are superb. I have organised the Broads Rally for the last 5 years and during that time I have had just one complaint. We have enjoyed tremendous fellowship, excellent sailing and made lasting friendships. I can strongly recommend the rally to all members, come and enjoy it or, even better, volunteer to organise the rally next year!

Mick McQuade
December 2012

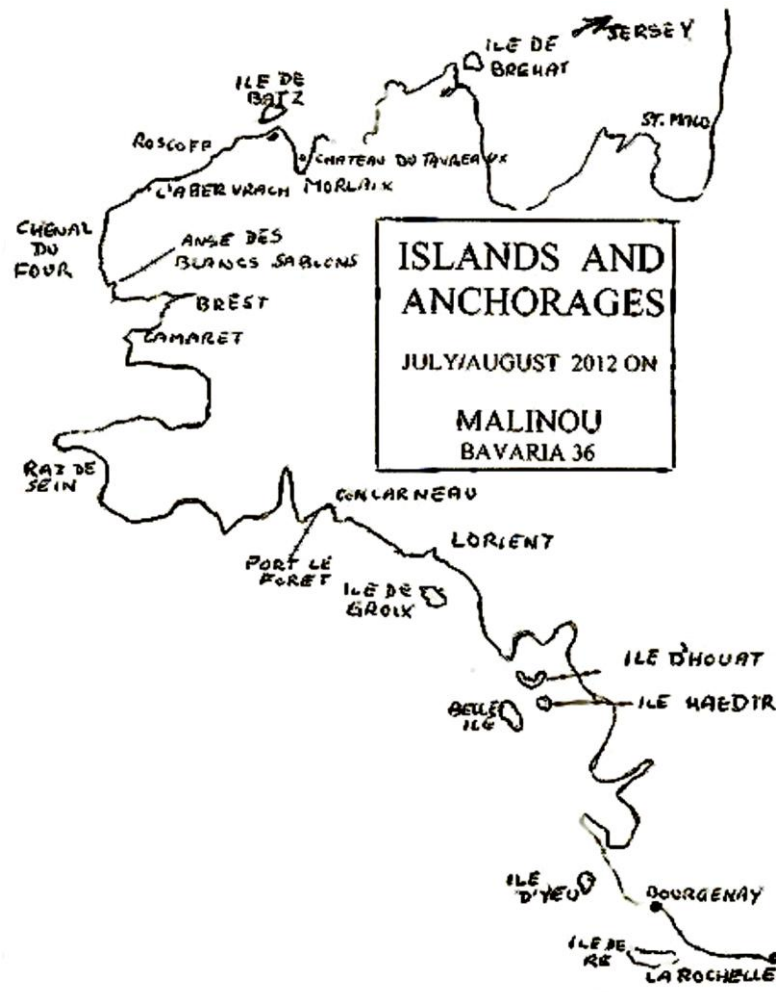
***Note from the editor:** Although Mick has very much enjoyed organising the Broads Rally he has other commitments and would like someone to take the reins so if you would like to organise, or just help do one part, please let Mick know.*

Cruising North Brittany in Malinou

Anne's youngest son, wife Chantal, and family Virginia (12), Nicole (9), and Jack (7), were our hosts on a leisurely cruise from La Rochelle to Jersey, giving us time to explore places which we had not been able to visit on longer distance trips. La Rochelle, which I first visited in 1985, had changed from a sleepy fishing port to a modern city, with docks adapted for Atlantic racing yachts, and a 3000 boat marina. We made first for the Ile de Re,

now connected to the mainland by a massive road bridge. St. Martin de Re, the main port, was busy, but we found a berth, and an excellent bistro for our evening meal. Our next target was the Ile d'Yeu, 35 miles to the NW" but after five hours beating into a choppy sea, and only half way there, stopped for the night at Bourgenay, a new 'man made' marina,

not pretty, but very comfortable inside.



Port Joinville is small, with easy access on the north side of the Ile d'Yeu. The island is fairly flat, so we decided on a family cycle ride and picnic. A real challenge for me, as my new knee had never cycled, and it was my first time on a bike for over 20 years. Quiet roads and cycle paths were enjoyed by all, and we reached, and climbed, the island's large lighthouse. It did rain, but was warm enough for us to dry off as we rode along. The next 'leg' was an ambitious 45 mile one to Belle Ile, and the adjoining islands of Haedir and Houat. Houat has an attractive anchorage on the north side of the island, protected except from northerly winds. At the south east end of the anchorage are pleasant paths across the island to a Hotel Bistro, and an excellent Deli. A spot well worth a visit.

We then hopped eight miles across to Le Palais, the main port on Belle Ile. The main harbour is very busy with ferries, and has poor moorings, end-on to a long pontoon along the Harbour wall, with a dinghy trip across the harbour to the shops. The harbour master found us a spot, through the lock, on a small canal, quiet, and

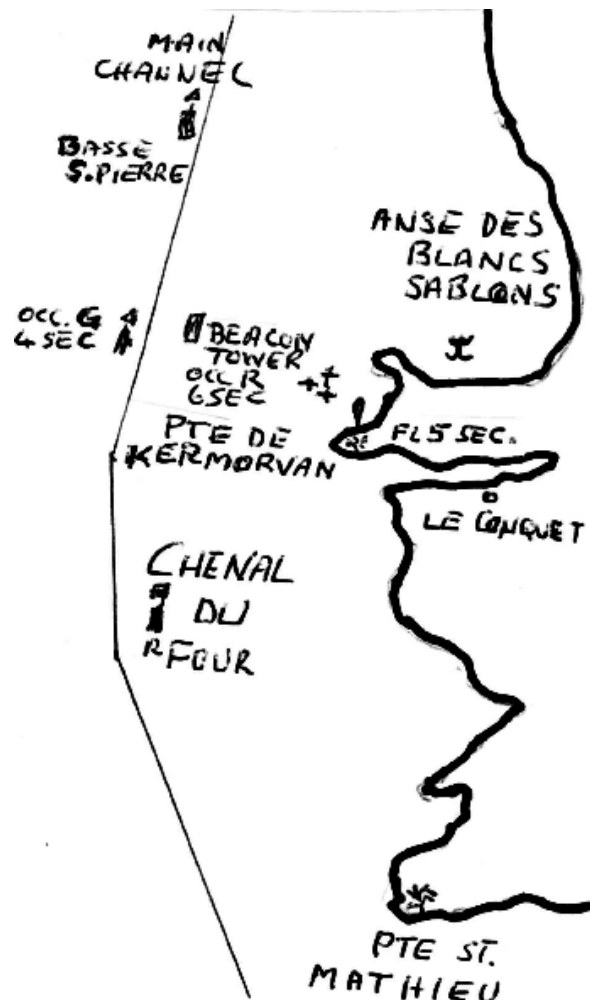
near to shops and bus station. The island has a good bus service to all points of interest on the island, and we spent a day visiting Fort Sarah-Bernardt, Sauzon port, and spectacular cliffs at the north end and the lighthouse in the south west.

Next morning, we set off for Ile de Groix, but after only two hours tired of the continuing unsettled weather, and headed back to Sauzon at the north end of Belle Ile, where we picked up a mooring inside the harbour, and stayed overnight apart from a short dinghy trip ashore for a walk and a lunchtime snack and drink.



We set off again next morning for the 30 mile leg to the Ile de Groix, following our usual pattern of an early start with a mid-day arrival to allow an afternoon at leisure for the family. Port Tudy is small, and very busy with numerous ferries to and from Lorient, but we were lucky enough to pick up one of the few berths in the inner harbour. The town is at the top of a steep hill. There are "round the island" buses which we did not use, settling for a couple of hours on the beach, followed by an evening meal at a restaurant half way up the hill.

For our next port, we were looking for one which would allow us to take a mid-day tide through the Raz de Sein the following day, and after setting off with our options open, settled on Port Le Forest in the bay opposite Concarneau. This proved to be a good choice, with attractive walks up an estuary to a small town, and a pleasant woodland walk back to the boat.

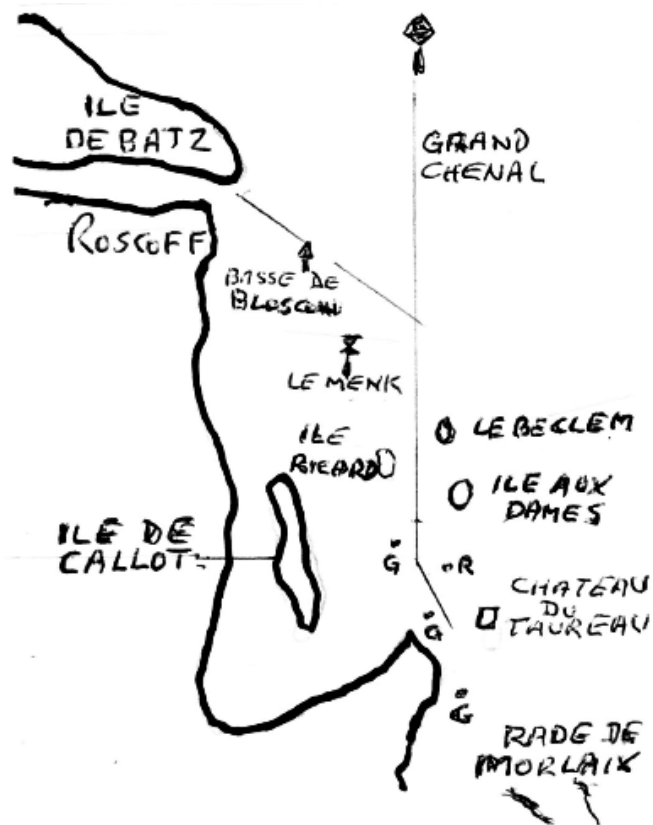


After an early start next morning we went through the Raz at slack water. L'Aberwrac'h was too far away to reach comfortably on one tide, and we were reluctant to spend time going into Camaret, so aimed to drop anchor in the Anse des Blancs Sablons, just inside the Chenal du Four. Keep half a mile offshore to avoid outlying rocks just north of Pte.de Kermovan or continue in the main channel past the beacon tower for a similar distance before heading towards the anchorage. There were a few small overfalls to go through, but inside, no current, and a sheltered mooring. Nicole caught some Mackerel, which we had for lunch the next day.

We still needed to catch up some time, so planned a 60 mile day to take us past Roscoff. Another early start allowed us to cover the 25 miles to L'Aberwrac'h in time for a lunchtime break before picking up the east-going tide at 2.30 pm We made good progress, and were passing through the channel between the Ile Batz around 6pm. The nearest ports (Trebeurden, Tregastel etc) were still some 15 miles away, so we decided to find a quiet spot to anchor in the Baie de Morlaix, while the light remained good enough for us to recognise and negotiate the numerous buoys and beacons marking the main channels down to the river and the Rade de Morlaix.

A good large scale chart is essential. We finally moored near some oyster beds, not far from the river entrance, just south of the Chateau du Taureau, a small castle on a small island, and spent a peaceful night ready for yet another early start the next morning. Boats were also moored in several other locations around the bay, but just one word of caution: the whole bay is open to the north, and this anchorage might not be too comfortable in brisk winds from that direction.

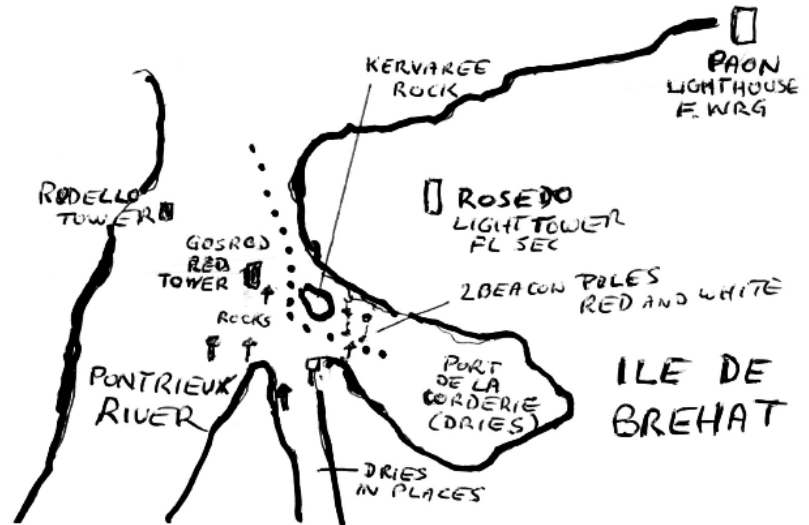
The children are very happy on the boat, and take turns, under reasonable conditions, at steering and helping with boat handling. When the weather is not so good they will busy themselves below, with their many electronic devices.



However the real fun starts in good weather and sheltered waters, being towed behind the boat, in the dinghy or in harnesses, fishing, and going ashore to the beach, cycling, walking, or just browsing round the shops, and one of our favourites for all these is the Ile de Brehat, at the mouth of the Pontrieux river, where we spent the last two days of our cruise.

THE ILE DE, BREHAT

The entrance to the Port de La Corderie is on the east side of the Pontrieux river just south of the Rosedo light. Pass shore side of the Gosrod red beacon tower, but NOT inside the Kervaree rock. Moorings are around the beacons marking the entrance, and it is possible to anchor, but at spring tides water shallows rapidly inside the beacons. There is a walk



into town from the far side of the harbour, but beware, the foreshore is very muddy at low water. Malinou is a standard 37foot 7 berth Bavaria, well built, well equipped, and gives a comfortable sail. Duncan races regularly, and as well as a Spinnaker, has for the 201 2 season purchased a large (145% of fore triangle) lightweight genoa. This can be used up to force 4, and has helped him to enjoy a successful season competing against a mixed fleet including a number of light displacement boats.

Hugh Butler

Letter to the Editor

Huge thanks to Monica for continuing to provide us with amusing, colourful and highly valued contributions.

Peter Thorne

Tel. No. 02380 4.

20th March 2013

Dear Peter,

I'm so sorry that I did not have chance to speak to you at the Commodore's lunch on March 10th - so many people we had not seen since last year!

When you do the next 'Broad Reach', I wonder if you could please convey a very big 'Thank you' to all the members who bought my book, - I hope it brings back a few memories of old times & the fun we had.

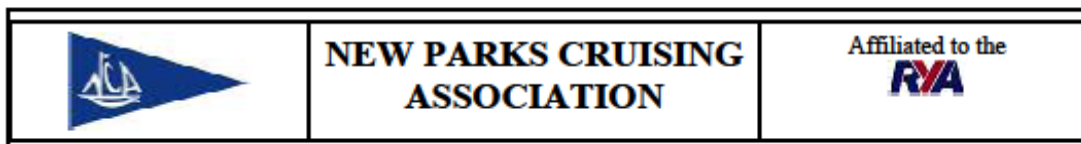
As usual, the lunch was a success & it was very well attended & enjoyable, - even if a few of us are becoming a bit crumbly!

The work you do towards our 'Broad Reach' is much appreciated by us all, - keep 'em coming!

Best wishes

Monica Matterson

Membership Form



Annual Membership Application and Renewal Form 2012/13

Name..... Tel (home).....
 Address..... Tel (work).....
 Tel (mobile).....
 Post Code..... Email.....

NPCA keep members informed of rallies and other events by email and text message. If you do not wish to receive these messages, please tick the appropriate box.

I do not wish to be contacted by email I do not wish to be contacted by text message

RYA Sailing Qualifications None Competent Crew Day Skipper
 Yachtmaster Coastal Yachtmaster Offshore Yachtmaster Ocean

Sailing Experience.....

I wish to apply for membership of New Parks Cruising Association. I enclose the annual membership fee of £10.00 which is renewable on 1 October annually. (Please make your cheque payable to N.P.C.A. or fill in the Standing Order below and then post to NPCA Membership Secretary, 5 Orton Close, Rearsby, Leicester LE7 4XZ).

I am/ am not a boat owner. Boat type Boat name

Signature Date

STANDING ORDER FORM

To Bank plc Sorting Code - -

..... Postcode.....

Upon receipt and upon 1st October annually thereafter until further notice, please pay, from my account number , the sum of ten pounds (£10.00) to Lloyds TSB Bank plc, High Street Leicester Branch, 30 – 94 – 97 for credit of New Park Cruising Association Account Number 03299191 quoting my name as reference with each payment.

Signature Date

NPCA Membership Secretary, 5 Orton Close, Rearsby, Leicester LE7 4XZ.

sainpca@yahoo.co.uk

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--- "THAT YOU AGAIN BILL?"

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