



Log of Yacht

Boston Belle



2023



**MAYDAY - EMERGENCY
VHF RADIO PROCEDURE - DSC**
Use only when there is imminent and grave
danger to life or vessel

VESSEL NAME: *Boston Belle*

MMSI: 235057186

CALL SIGN: MVVR7

Check radio is switched on at PANEL and SET.

Select Channel 16 and High Power.

Lift the cover on the red ***DISTRESS*** button and press the button through the countdown.

Wait 15 seconds. If there is no reply, press the transmit button on the handset and say SLOWLY:

1. ***MAYDAY, MAYDAY, MAYDAY***
2. ***THIS IS . . . Yacht – Boston Belle - 3 times***
3. ***MAYDAY . . . Yacht - Boston Belle***
4. ***MY POSITION IS . . . latitude and longitude, or a true bearing and distance from a known point. Don't guess.***
5. ***I AM . . . state the nature of distress***
6. ***I REQUIRE IMMEDIATE ASSISTANCE***
7. ***I HAVE . . . (number) of people on board***
8. ***INFORMATION . . . such as liferaft, flare fired, etc***
9. ***OVER - this means 'reply to me'***

Release Transmit button.

Listen on Channel 16. If you hear nothing repeat the call.



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Introduction

The Idea

Our first season with Victoria 30 *Boston Belle*. Getting to know *Boston Belle* and starting to adapt her to our needs. Also exploring The Irish Sea while getting the crew in the way of sailing a Victoria 30 .

The Crews

- Owners: Chris & Jan
- Visiting Crew: Ian

The “Plan”

March 2023 Purchase & Prepare

- Prepurchase survey, agree the deal.
- Ashore for Rigging change. Where next?
- Rummage Ship, sort out Nav electrics: Install Radio, Plotter, USB, Other minor stuff.
- Plan for the season

17-20 April 2023: Cruise 1 “Shakedown & Delivery”: Chris, & Ian

- Launch & local shakedown sail to test and understand how *Boston Belle* works.
- Delivery to the Menai Straits.
- Next to do list

26-28 August 2023: Porth Dinllien. Chris & Jan

- Quick weekend trip away.

The format for this log is based on Aldard Coles Pocket Logbook.



Introduction

We hadn't meant to buy another boat quite so soon. We had sold *White Knight* over the winter intent upon a luxury cruise. But when we researched the cost of cruises and contemplated the reality of me without a boat it was decided we were too young for cruise ships and should buy another boat. Then, when we are too old to sail any more, we can sell the boat and go on a luxury cruise. Sweet dreams are made of this, who am I to disagree?

As with our previous boat search Jan's basic criteria; standing headroom, a proper galley and heads still stood, as did mine for a chart table. Accommodation did not need to be quite so massive as the *Contessa*. This would primarily be a boat for Jan and I to cruise two up or single-handed.

To get things moving I did the usual searches and located some likely boats to view. We missed out on a recently refurbished Victoria 30 *Jean* in Scotland, but a tip off took us to the Menai Straits to look at a Halmatic 30 which we knew had completed an Atlantic circuit. However, on opening the hatch a vomit inducing waft of damp and mold hit us. The clean out alone would be a project in its own right. The Twister owners had not got back to us so it was off to Pwllheli to have a look at another Victoria 30 *Boston Belle of Porthmadog*.

Roll back nearly 30 years and a London Boat Show at Earls Court with our then 8 week old eldest daughter slung in a papoose around my chest. A boat which had impressed us both was the Victoria 30. Way out of our meager budget at the time, but impressive and worthy of another dream. Crewing on a Frances 26 only added to my respect for Chuck Paine's designs.

Boston Belle had been owned for over 30 years by Keith and Cath and kept in Porthmadog with many extensive cruises to the Isles of Scilly, Ireland and Scotland over the years. Both in their 80s they had enjoyed sailing her to South Wales in 2022. She was in immaculate condition, even Jan was impressed. Some tentative inquiries through the broker established that a deal was possible enough to commission a survey. The Insurance company required replacement of her standing rigging and fire extinguishers before we sailed her. A deal was done and with *Boston Belle* ashore the mast was removed and the rigging replaced. The usual but not extensive list of things to get, along with insurance, SSR Part 3 registration and a new ship's radio license was worked through. This included: new fire extinguishers and smoke / CO monitors, fitting some of the navigation instruments kept back from *White Knight's* sale to start the core of a NMEA 2000 network, VHF radio and AIS reprogrammed for the new MMSI etc. A fresh coat of anti-fouling and by mid April *Boston Belle* was ready to go back in the water.







The Logs

Date	17-18 April 2023		
From	Pwllheli	Towards	Caernarfon

Tides (BST)

Port	Dover	Pwllheli	Caernarfon				

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
16:30						Depart Hafan Pwllheli
16:40	200	0	0	NW2	Sm	Set course for St Tudno's Island
17:10						Genoa furler broken
17:50		3.6				Return Hafan Pwllheli
11:00	200	0	0	NE3/4	SI	Dept Pwllheil
12:00	200	4.5		NE3	SI	12:30 St Tudno's I abeam
13:00	276	8				13:20 Trwyn Cilan abeam
14:00	280	11.8		NE1-2	SI	Engine on
15:00	210	18		SW1	Sm	Leaving Aberdaron
15:30	010	20.7		NNW1-2	Sm	Through Bardsey Sound
16:00	010	23		NNE1-2	SI	
17:00	050	27.6		N2	SI	Tack
18:00	045	33.6		NNE3	SI	Task off shore
19:00	040	40.3		NNE4	SI	
20:00	050	46.6		NNE4	SI	
21:00						Victoria Dock

Day Summary

Crew	CHJ, IH		
Hours underway			
Log			
Time	Notes		



17 April 2023

Ian joined me for the first shakedown and delivery trip.

Launching and bunkering went without a hitch. The engine fired up easily and on the top of the flood we headed for the sea. Unrolling the genoa the roller furler disintegrated leaving the genoa in a heap on the deck and the top part of the furler stuck at the top of the fore-stay. Back to the marina but too late to call the riggers. We managed to get the furler back on deck with the spinnaker halyard and a lot of luck, but on rolling out the genoa the same thing happened again. Time to tidy up and head for a pub dinner.

18 April 2023

Next morning the riggers came down first call and whizzed up the mast. They fitted a guide tube for the fore halyard, removing another device and gluing the furler together with loctite. A couple of test furls, all seemed well. We were back down the channel and out to sea in time to make the tide gate through Bardsey Sound.



Few delivery trips are perfect but this one came pretty close. NE winds varying between F1 and 4 with a bright sunny, not particularly warm day gave us the chance to try Boston Bell under all points of sail. We tested all the equipment and very little was added to the shopping list. The wind dropped so we motored through Bardsay sound on the turn of tide. The flood and a rising wind carried us quickly up the Llyn peninsular in time to cross the infamous Caernarfon Bar on the last of the flood and just as the sun was setting. (See front cover photo) Then on to her new home in Caernarfon.



The Memoirs of a Boston Belle: Season 1 2023



Date	29-30 April 23		
From	Caernarfon	Towards	Beaumaris

Tides (BST)

Port	Dover						

Weather forecast

Time		Gale Warnings	
Gen Synop			
Area	Wind	Sea	Weather Vis

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
16:20	NE					Depart Victoria Dock
17:00		3		SW2		Felinheli
18:00		8		NE2		Pick up mooring off Gazelle
11:45						Drop Mooring
12:20						Swellies
14:10						Pick up mooring off Caernarfon, Awaiting tide
17:30						Alongside Victoria Dock.

Day Summary

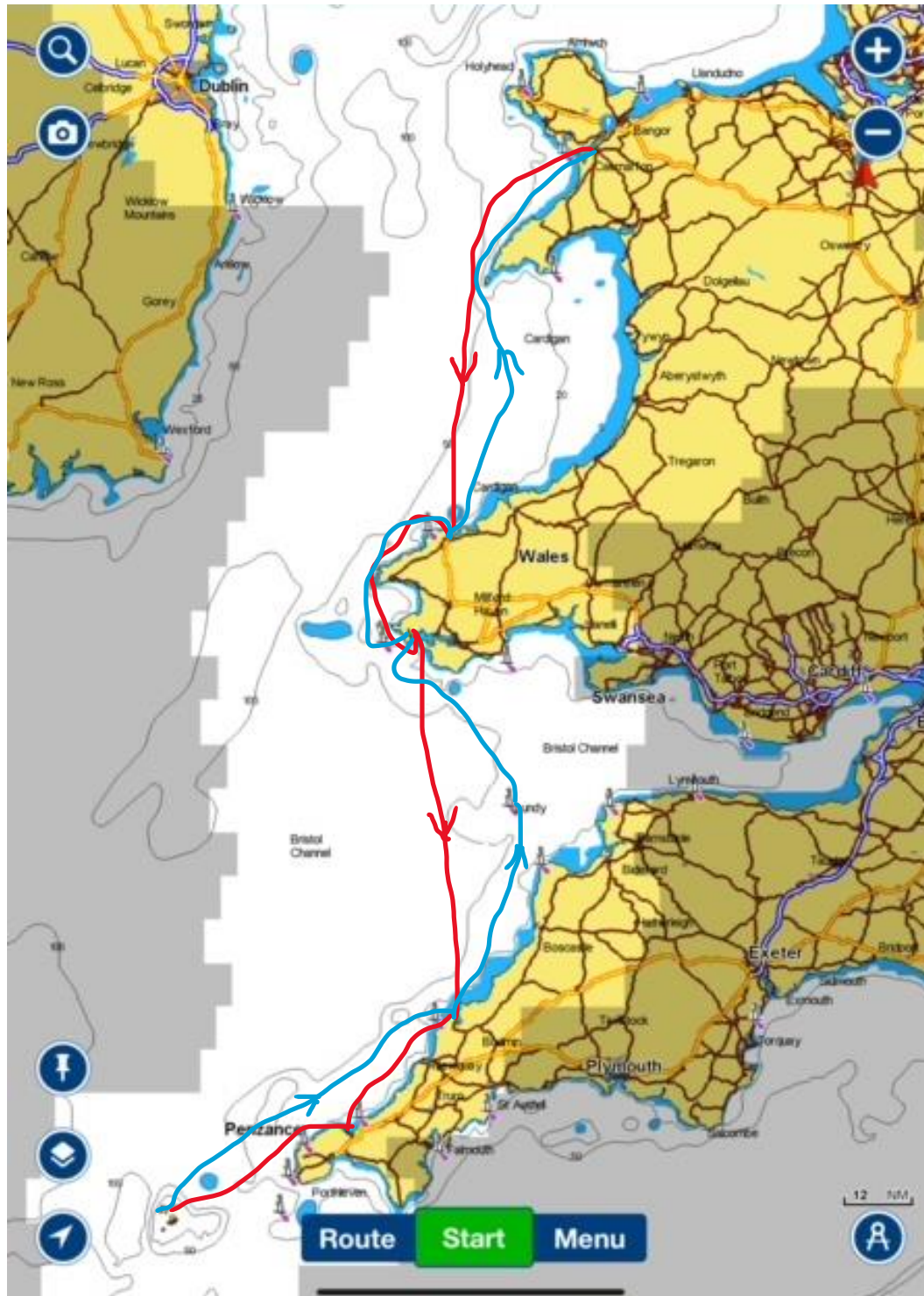
Crew	Chris & Jan		
Hours underway			
Log			



Time	Notes
	<p>A weekend trip with Jan through the Menai Straits to get the feel of <i>Boston Belle</i>.</p> <p>Fit a few more bits:-</p> <ul style="list-style-type: none">• Extension cable for the VHF fist mic,• A cockpit bag to take an I pad and other odds & sods <p>Measure up for other bits wanted for a summer cruise.</p> <ul style="list-style-type: none">• Hatch covers• Stern light• Fender board <p>Some cleaning:</p> <ul style="list-style-type: none">• An acid clean for the heads pipework to remove the scaling.• Beeswax for the saloon• GRP polish for the cockpit. <p>Prepare for the summer cruise:-</p> <ul style="list-style-type: none">• Stores list



Summer Cruise 2023: Caernarfon West Wales, North Cornwall and the Isles of Scilly



The Memoirs of a Boston Belle: Season 1 2023



Date	17.6.23		
From	Caernarfon	Towards	Fishguard

Tides (BST)

Port	Dover	Caernarfon		Fishguard			
HW		10:10					
HW				19:50			
LW				02:45			

Weather forecast

Time		Gale Warnings	
Gen Synop			
Area	Wind	Sea	Weather Vis
StDH- GOH	V 2/4	Sm / SI	Sh Fog Mod / Good
+24	V > SW 2/4	Sm / SI	Sh Fog Mod / good

Deck Log

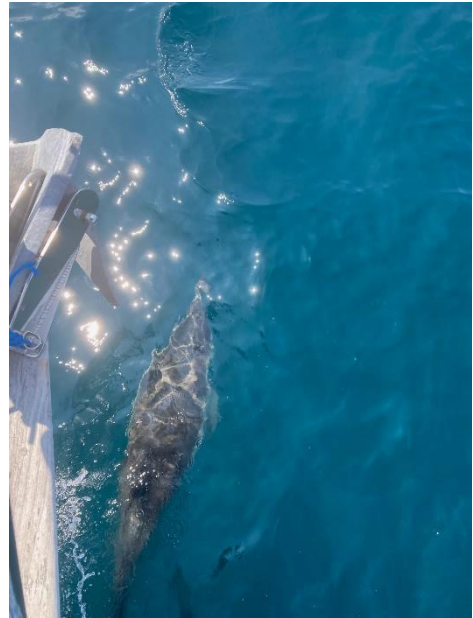
Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
10:00		0				Depart Victoria Dock Caernarfon
11:00		5				Pass C3
11:15	220	6				Caernarfon Fairway Buoy, Autohelm on.
12:00	220	11		SW1	SI	
13:00	215	16.5		S1	SI	Porth Dinllaen abeam, lunch
14:00	220	25		S1	SI	
15:00	185	32		0	Sm	Bardsey abeam, alt course for Fishguard
16:00	185	41		0	Sm	
17:00	190	48		0	Sm	
18:00	200	54		0	Sm	Dinner
19:00	200	59		0	Sm	
20:00	180	66		0	Sm	Dolphins
21:00	180	69		0	Sm	
23:00		80		0	Sm	Enter Fishguard Harbour
23:20		81.4		0	Sm	Anchored



Day Summary

Crew	Chris & Jan	Fuel	24l 13.5 hrs @2200 rpm
Hours underway	13:20	Log	81.4

Time	Notes
	Breakfast in Y Wall, then stowing last bits while waiting for the tide. Depart on high water main sail up, but light wind so engine remained on for the day. Slack water through Fort Belan narrows
11:00	The main channel over Caernarfon Bar has moved over the winter but now the buoys have been reset, Sandwich Terns roosting and shrieking on every buoy A steady motor down the Lleyn Peninsula, past Porth Dinllaen. Friends ashore walking the coast path caught sight of us and exchanged texts. Light lunch.
15:00	Passing Bardsey Island, Wales's Island of Saints the wind dropped completely. We altered course for Fishguard, read books and chugged on.
18:00	
20:00	Warm pasties for dinner Our first common dolphins joined us for a few minutes
21:42	Sunset Checking for ferry movements as we approached Fishguard, the Stenna Europe had entered before sunset. And was not due to depart while we were on final approach. We anchored off the Old Town near Saddle Point trying to avoid the keep pot markers. Slight swell, quickly into our bunks ready for a 08:00 start to catch the tide



The Memoirs of a Boston Belle: Season 1 2023



Date	18.6.23		
From	Fishguard	Towards	Padstow / Dale

Tides (BST)

Port	F Guard		P'stow				
HW	08:10						
LW	14:40		12:40				
HW			18:30				

Weather forecast

Time		Gale Warnings	None	
Gen Synop	L SW of UK			
Area	Wind	Sea	Weather	Vis
LE-StDH	V > W / SW 2-4	SI	Sh	Mainly G Occ P
+24	W / SW 2-4	SI	Sh	G occ P

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:15		0				Dept F'guard
09:00		5				Strumble Head Abeam
10:00		9.2				
10:30						Water tank hose leaking, spare tank full
10:50						Engine off
11:00		14		S3	SI	
12:00		20		SSW3	SI	Approaching Ramsey Sound, Engine on
12:30						Through Ramsey Sound
13:00		25.4		S4	SI	2 porpoise, 5 Dolphin puffins
14:00		28.4		S3	SI	
15:00		35		S2	SI	Broad Sund
16:00		40		S1	SI	Enter Milford Haven

Day Summary

Crew	Chris & Jan		
Hours underway	8		
Log	40		



Time	Notes
08:15	<p data-bbox="379 353 1321 421">Departed on HW. Light wind and needing engine to keep to tide through Ramsey Sound, but eased to 2000 RPM for better fuel efficiency.</p> <p data-bbox="379 454 1378 589">Another beautiful sunny day, slightly marred when the water in tank 1 ran out. Water in the locker suggests a leak, tank 2 and cans all still full so an annoyance rather than a problem. With very light winds forecast on the nose fuel is more likely to be a problem.</p> <p data-bbox="379 622 1378 857">Ramsey Sound lived up to expectations with the GPS showing 10 knots over ground as we were swept past The Bitches. We were swept out into St Brides bay and the overfalls, but it was getting too late to try for Jack Sound so made our way around the outer end of Skomer and through Broad Sound. Meanwhile The paddle steamer Waverly was passing around the end of Skokhloam and, from the radio traffic, dealing with an on-board medical emergency.</p> <p data-bbox="379 891 1378 1059">With time running out to make the tide gate at Padstow safely and the prospect of a night at sea off “A rugged coast with constant breakers and tortured rocks”, we diverted to Milford Haven for the night. We arranged with Ben, who was chartering a yacht from Milford Haven with his Dad and a friend to meet in Dale with a can of diesel.</p> <p data-bbox="379 1093 1378 1294">While waiting for Ben I did a water rune in the tender. This was also the first time I had used the electric outboard on the tender. A 55lb thrust “Trolling” type motor just as powerful as the old Seagull but much quieter, and less prone to leaking hydrocarbons and fumes. We have a 100Amp Hour LiFePo sealed battery unit which gives about 2-2.5 hours running time on a single charge.</p> <p data-bbox="379 1328 1378 1529">A convivial evening was spent at anchor in Dale, swapping stories, topping up the water and diesel tanks. Ben was aiming for the Scilies too but with only one week for his charter was looking to set off overnight and go there directly. Our plans were more leisurely, firming up on the North coast of Cornwall, Padstow, possibly St Ives and see what the weather and our instincts dictated.</p>

The Memoirs of a Boston Belle: Season 1 2023



Date	19.6.23		
From	Dale	Towards	Padstow

Tides (BST)

Port	M'Haven	P'stow				
HW	07:50					
LW	14:00					
HW	20:00	19:10				

Weather forecast

Time		Gale Warnings	None	
Gen Synop	L SW of UK			
Area	Wind	Sea	Weather	Vis
LE- StDH	W/ SW4	SI	Sh	Good occ poor


Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
05:00		0				Depart Dale
06:00		4.6		SW2	SI	06:30 Linney Head abeam
07:00	160	9		SW2	SI	
08:00	160	14.2		SW4	Mod	
09:00	170	19.4		SW4	Mod	
10:00	170	26		SW4	Mod	
11:00	170	30		SW4	Mod	
12:00	177	36.5		SW4	Mod	Lundy Abeam
13:00	190	43		WSW4	Mod	
14:00		19				
15:00		55				
16:00		60				
17:00	194	65		SW3		
18:00	200	70		SW2		
19:00		76.4				19:30 Alongside Padstow



Day Summary

Crew	Chris & Jan		
Hours underway	14.5		
Log	76.4		

Time	Notes
	<p>With 75 miles to cover at about 5 knots a 14 -15 hour passage was on the cards. The Atlantic swell was also starting to make its presence felt so a fair tide peaking at 3 knots for the first part of the journey but it would be also be against the SW wind kicking up a steep chop. Sea sick pills recommended.</p> <p>There would be a foul tide peaking at 2.5 knots for the second half of the journey. High Water at Padstow would be 19:20 with the Doom Bar at the mouth of the Camel Estuary only safe to cross 3 hours either side 14:30 – 22:20 Padstow harbour is only open 2 hours each side of High Water, so 17:20 – 21:20. So leaving about 04:30 - 05:00 to reach Padstow at about High water.</p> <p>It was a grey start to the day and the swell was growing. Eschewing the Stugerons, Jan was feeling it and soon confined to the lee berth. Drinks and food were snatched from lockers while trying to stop a cascade of other contents escaping.</p> <p>At 12:00 we were abeam of Lundy and the autopilot was struggling. By 14:00 off Hartland Point it had burned out. Hand steering from here on. When ill trimmed Victoria 30s like Boston Belle have a nasty habit of griping to windward with enormous weather helm. Tiller lines helped take the load, then easing the main sheet improved the weather helm. We were starting to come to terms with our new frolicking charge.</p>  <p>Now we had 5 hours of foul tide to contend with, but we were holding our 5 knots average. Diverting to Clovelly was briefly considered but Padstow called louder. Plug on.</p>



The cliffs of Trevoise Head and Pentire Point hove over the horizon and stayed there for hour after hour. The cliffs of North Cornwall grew as we passed Boscastle and Tintagel.

By mid afternoon Jan had recovered somewhat and the wind started to drop. The swell seemed to die down as the sun came out and the day seemed to brighten or were we just getting used to it. Port Isaac tucked in the corner. The stacks off Pentire point becoming more visible. Then at last we turned into the Camel Estuary and over the feared Doom Bar, out of the swell and up the channel to Padstow.

“Welcome back Mr Dodd” shouted the Harbour Master. “Good to be back, but it is not Mr Dodd, we bought the boat from him a few months ago”. Always welcoming we had made it to Padstow in time for a pint of Doom Bar to celebrate crossing its namesake.

Three longish days out from Caernarfon it was time for a day off.

Breakfast in a waterside café. A wander round the town ducking into shops to dodge a couple of showers. A few light jobs on board. Top up on Diesel and water.

Dinner in another waterside restaurant.

Plan the next stages. Tiller lines and better sail balance made the loss of the autohelm an inconvenience rather than a problem. Breaking the trip to the Scilies into two 30ish mile 6-7 hours stages would have the added bonus of an afternoon in St Ives.

The forecast remained stable.



The Memoirs of a Boston Belle: Season 1 2023



Date	21.6.23		
From	Padstow	Towards	St Ives

Tides (BST)

Port	Padstow						
HW	08:10						
LW	14:20						

Weather forecast

Time		Gale Warnings	None	
Gen Synop	L n of UK moving NE, H to S of UK			
Area	Wind	Sea	Weather	Vis
LE to StDH	SW>Var 2/4	Sm / Sl	Sh Fair	Good
+24hrs	V<3 becoming W3/5	Sm / Sl	Fair	Good


Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:45		0				Depart Padstow
10:00		3		SW1	Sm	Off Trevoise Head
11:00	220	8		SW1	Sm	
12:00	220	14.4		SW1	Sm	Off Peranporth
13:00	220	20		SW1	Sm	Dolphins
14:00	220	25		WSW 2/3	Sm	
14:50		30				Anchor St Ives

Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p>Another café breakfast then off to the pasty shop to top up ready for lunch.</p> <p>Out over the Doom Bar then working our way around the stacks before heading direct across to St Ives. A Super Seal on the same track soon overhauled.</p> <p>Newquay and Perranporth shimmering in the sunlight. The swell had died down considerably.</p> <p>As we finished our lunch a pod of dolphins came to check us out staying for about 20minutes.</p> <p>Dropped anchor off St Ives Pier, we then took the tender ashore for an afternoon wandering around the town.</p> 

The Memoirs of a Boston Belle: Season 1 2023



Date	22.6.23		
From	St Ives	Towards	Tresco Sound

Tides (BST)

Port	St Ives		St Mary's				
HW	08:30		08:10				
LW	14:40		14:30				
HW			20:30				
			Range 3.4m				

Weather forecast

Time		Gale Warnings	None	
Gen Synop	High building over NE UK heading SE. Low building in mid Atlantic			
Area	Wind	Sea	Weather	Vis
LE- StDH	V<3 becomng W/SW2/4	Sm/Sl	Fair	Good
+ 24	S/SW 3-5	Sm / Sl	Occ R at first	Good

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:00		0		W1		Dept St Ives
09:00		4.6		W1		Slack Water
10:00		10.0		W1		Pendeen Hd Report plan to Falmouth CG
11:00		15.4		W0-1		Approaching TSS
12:00		20.7		W1		Centre of TSS
13:00		26		W1		Out of TSS
14:00		32		W0		
15:00		37		W1		
16:00		42		W1		Anchored New Grimsby Sound. Very tight for space

Day Summary

Crew	Chris & Jan		
Hours underway	8		
Log	42		



Time	Notes
	Aiming for slack water along the Penwith peninsular we left St Ives after a beautiful sunrise at 08:00. Hardly any wind so motoring all the way, but with sails up to steady us with the swell. Pot buoys aplenty all the way to Pendeen Watch, the north Cornwall coast opening alongside.
10:00	Passing Pendeen Watch we reported into Falmouth Coastguard our plan to cross the shipping lanes to Scilly. The AIS picked up several ships approaching the TSS from the North, all with suitably large Closest Point of Approach (CPA). More dolphins came to play around the boat.
11:00	We started crossing the shipping lane a Royal Navy Destroyer having just passed ahead of us closely followed by a freighter. Another freighter was coming up astern but should also pass clear ahead of us.
12:00	We were in the central reserve between the two shipping lanes. Woolf Rock just visible through the haze.
13:00	Out of the shipping lanes at last, 10 miles to go to New Grimsby sound.
16:00	<p>Passing north of Round Island we could see into St Martins sound then with New Grimsby Sound opening to the south started looking for the transit "T" "W side of Hangman Rock on Star Castle Hotel St Mary's on 157° ". Several boats were coming out of the sound, while others were converging. Once inside all the moorings were taken and spaces in the open anchorage were tight to say the least. We manage on the second attempt to get tucked in between a Contessa 23, and a couple of French boats off the Tresco Quay.</p> <p>Time for a short ride in the tender to the quay, a walk ashore, pick up a ferry timetable and some dinner from the shop and a swim off the beach.</p> <p>Overnight the tide changed and we needed to move early to increase swinging room.</p>



Two Days on Scilly

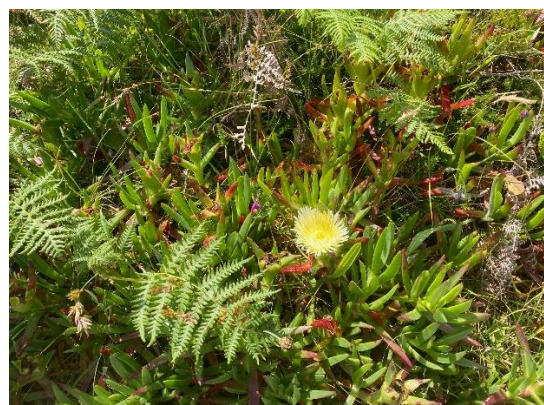
The last time we had visited Scilly was in the late summer of 1992, just before our first daughter was born. Finishing work early we flew from Exeter, along the north Cornish coast and onto St Mary's and were in the hotel in time for dinner. A magical break exploring Britain's semi-tropical paradise on foot and using the inter-island ferries. We had always vowed to return in our own boat, it just took a bit longer than we had hoped.

With all the anchorages so full we decided to keep the boat anchored in New Grimsby Sound and use the inter-island ferries to get around. First Treco then St Mary's

Tresco has developed a lot since last we visited, now with an up-market boutique resort of managed cottages and lodges with a good high-end shop and Deli, café and the New Inn doing excellent food and beers. It was a glorious day wandering past the Abbey and the Abbey Pool to the southern beach, with an azure sea sparkling in the sunshine.



Who needs the Caribbean?





Time for some shade in the café, an ice cream then explore the amazing sub-tropical Abbey gardens started by “Emperor” Augustus Smith and developed by subsequent Dorrien-Smith Lord Proprietors.



Words fail, see photos.





Ferry ride to St Mary's



We caught the morning ferry from the quay first to Bryher then over the shallows winding through between the rocks and shoals out into St Mary's Roads then into the busy quay at Hugh Town. After the tranquility of Tresco Hugh town was thronging, a quick perusal of the shops then out along the eastern side of Porth Cressa, with views over to St Agnes.





The amazing rock formations of “The Chair” and Inner Head then onto Peninnis Head with its 1890s prefabricated lighthouse,



Wandering slowly back into Hugh Town for a shady pub lunch, rehydration and some shopping before catching the ferry back to Tresco.

Being low water we were landed at Crow Point landing for the mile stroll back to New Grimsby, dinner and the boat.



The Memoirs of a Boston Belle: Season 1 2023



Date	25.6.23		
From	Tresco	Towards	St Ives / Padstow

Tides (BST)

Port	St Mary's		Padstow				
HW	10:10		10:40				
LW	16:30		16:50				
HW	22:40		23:10				

Weather forecast

Time	07:10	Gale Warnings	None	
Gen Synop	Atlantic L NW of UK. Fronts crossing UK today			
Area	Wind	Sea	Weather	Vis
LE-St DH	S>W 4-6, 3-4 later	SI / Mod	F Sh	G
+24	W>SW 4-5 Later	Mod	Sh	G occ Mod
Lundy	SW>W 4-6	Mod	Sh	G occ Mod

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
05:50		0				Up anchor
06:00	060			SW1/2	SI	Leave New Grimsby, Main up
07:00						Atlantic swell building Shipping lane
08:00	050	10		S1/2	SI	One reef in main, preventer rigged
09:00	080	17		S2		Out of Shipping Lane
10:00	060	22		SSW3	SI	Dolphin
11:00						Cape Cornwall
12:00	030	33		WSW3	SI	Front of Rain. Decision aim for Padstow
13:00	040	37		WSW4	Mod	
14:00	050	42		WSW4	Mod	
15:00	055	46.5		WSW3	SI	
17:00	055	58		WSW4	SI	Swell building
18:00		64			Mod	
19:30					Mod	Tuck in behind Trevoise Head to drop main
20:00		75			SI	Doom Bar
20:30		76.7				Holding pontoon Padstow



Time	Notes
05:00	With the weather forecast to deteriorate it was time to start aiming for home. An early start to catch the flood tide across to the mainland. We had two plans depending on how quickly the weather built, direct to Padstow or divert to St Ives.
08:00	The shipping lanes were much quieter for today's crossing. We reported into Falmouth Coastguard on entry and as we left the lanes.
10:00	<div data-bbox="371 593 754 1003" data-label="Image"> </div> <p data-bbox="778 593 1511 660">A small school of common dolphin came to inspect us as we approached the Cornish coast</p> <p data-bbox="778 683 1511 884">From Pendeen Watch we bore more northerly direct to Padstow. The wind was backing from Southerly to SSW then WSW and increasing to F4+ as the first front of rain came through. We gybed onto port tack for the run up the coast. A long afternoon in the increasing swell.</p> <p data-bbox="778 918 1511 985">First reports came over the radio of an overdue boat in the Jester Baltimore Challenge</p>
19:00	Closing the coast north of Newquay the swell continued to build, rounding Trevoze head the swell curled and ran directly into Padstow Bay, It would be a dead run to Doom Bar and there was likely to be a tricky swell as the bay shelved. Doom Bar is aptly named in these conditions. So we tucked into Ploverton Bay near the Lifeboat station to drop the mainsail. The fore sail could be easily furled using the roller reefing, if needed. Keeping clear of the Gurley Rocks and Chimney Rocks past Gunver Head then towards Stepper Point. Would there be enough water over the bar with such a swell running?
20:00	<p data-bbox="371 1328 1511 1563">On the AIS we could see that another yacht was tucked in behind Stepper Point waiting for the tide. As we came in sight of it, they turned and followed us towards the channel, the bottom shelving as we approached and breakers were visible over the sands. The buoys marking the channel were initially hidden in the spume but finally came into view. Depth 3m below the keel, then 2, steady at 2, steady at 2 then 3, 4 we were in over the Doom Bar and into the channel. The swell being killed by the sands.</p> <p data-bbox="371 1597 1511 1731">Jan took the helm as I furled the foresail, rigged fenders and lines. Looking for somewhere to stop and await the lock gates opening, the German yacht close behind us. We turned into the outer basin and started circling. The German yacht laid alongside the holding pontoon and we rafted to them.</p> <p data-bbox="371 1765 1511 1832">The Harbour Master found a space for us to tuck in against the wall, while the German Yacht was rafted against a fishing boat.</p> <p data-bbox="371 1865 1511 1966">Hot showers and a carry out of Doom Bar, a fitting end to a long day in the Atlantic swell with an unforgiving coast to leeward. Elton John was playing his final Glastonbury on the pub TVs.</p>

The Memoirs of a Boston Belle: Season 1 2023



Date	26/6/23		
From	Padstow	Towards	Lundy

Tides (BST)

Port	Padstow	Milford Haven				
HW	11:40	12:30				
LW		18:40				

Weather forecast

Time	07:10	Gale Warnings	None	
Gen Synop	Atlantic L NW of UK. Fronts crossing UK today			
Area	Wind	Sea	Weather	Vis
LE-St DH	W/SW3-5,	SI / Mod	F Sh	G
+24	W/SW 3-5	SI / Mod	Occ R	G occ Mod


Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
11:00						Gates open, fuel berth, full tanks
11:30		0				Depart Padstow
12:00		3				Padstow Bay
12:15	020	4		W4	SI	Set course for Lundy
13:00	020	9		W4		Dolphin
14:00	020	14		W4		
15:00	020	20		W4		
16:00	020	25		W4		Dolphin
17:00	030	31		W4		Basking Shark
18:00	020	36		W3/4		
19:00	020	41.3		W3		
19:30		43.3				Anchored Lundy, SE corner of Laundry Cove, 7.6m depth of water @ HW so 24m chain and rope

Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p>With the lock gate not due to open until 11:00 we have time to do quick clothes wash and restock on food and water after a café breakfast. The forecast showed continued deteriorations over the next 4 days. But a decent W4 to make progress Northwards.</p> <p>More details started to come in about the overdue boat, a well-equipped 26' Folkboat <i>Minke</i> with a very experienced skipper Duncan Lougee was taking part in the Jester Challenge. He had set off from Plymouth single handed on the 18th, expecting to arrive in Baltimore in southwest Ireland around the 22nd June. I knew 2 other entrants in this challenge; George an old colleague was taking part in his third Jester Challenge and had sailed in close company with <i>Minke</i> in 2022 heading for the Azores. <i>Minkie</i> had lost her rudder part way through that crossing, so George as closest boat had turned back to assist, sometimes towing <i>Minkie</i>, at other times just keeping close until they reached the Azores, where <i>Minkie</i> was repaired. Both George and Duncan had been awarded to Ocean Cruising Club's Seamanship Award for this supreme piece of seamanship.</p> <p>https://www.pbo.co.uk/all-latest-posts/missing-sailor-jester-challenge-duncan-lougee-77834</p> <p>The weather was now lightly overcast but a steady W4 would make for a steady passage to Lundy. After passing the lock gate we went to the fuel berth to fill tanks then head down river and over the Doom Bar, a dinghy race followed the same course. Once over the Bar and into Padstow Bay the swell built again, other larger and faster boats ahead were also heading for Lundy.</p> <p>Ships heading up the Bristol Channel appeared first on AIS then as we crested the swells, drew slowly closer then passed ahead of us turning past Hartland Point. Highlight of the passage as we passed Hartland Point was a Basking shark just glimpsed as we passed over it, looking initially like the grey bonnet of a car in the depths as it slowly sieved plankton.</p> <p>The anchorage off the ferry landing had a dozen boats close in so we anchored slightly further north. With just the edge of phone signal Jan had a message that an old friend had died. It was a quite evening.</p> 

The Memoirs of a Boston Belle: Season 1 2023



Date	27/6/23		
From	Lundy	Towards	Dale

Tides (BST)

Port	Milford Haven					
HW	00:55					
LW	07:20					
HW	13:30					
LW	19:40					

Weather forecast

Time	07:10	Gale Warnings	None	
Gen Synop	L W of UK. (NW Bayley moving NE). W/ SW winds Strong in the North			
Area	Wind	Sea	Weather	Vis
LE-St DH	W/SW 3-5, 3-4 later	SI / Mod	Occ R	G Occ Mod
+24	W/SW > NW 3-5 Later	SI / Mod	Occ R	G occ Mod
StDH - GoH	S/SW 3-5	SI / Mod	Occ Rh	G occ Mod
+24	SW > NW 3-5 inc 6	SI / Mod	Occ R	G / Fog / Occ Poor



Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:45		0				Up Anchor
09:00	330	2				N end of Lundy Abeam
10:00	320	7				
11:00	320	13		SW4	SI	
12:00	320	18				
13:00	340	24		SW4	SI	Diverted to avoid live firing at Castle Martin Range.
14:00	310	30				
15:00	020	38				Clear range. Turn for Milford Haven.
16:00		44				Anchor Dale

Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p data-bbox="376 315 1150 349">The low cloud over Lundy suited our mood as we departed.</p>  <p data-bbox="376 741 1358 808">Clear of the shelter the swell hit us again, the Welsh coast hidden in the gloom. Though the sea state was slight the underlying swell was relentless.</p>  <p data-bbox="376 1178 1374 1245">A gloom of the passage was driven deeper by the repeated coastguard calls for any information about <i>Minkie</i>.</p> <p data-bbox="376 1279 1342 1379">As we approached the Welsh coast we were called up by Castle Martin Firing Range and diverted off shore to avoid the live firing. Adding another hour onto a passage we just wanted to be over.</p> <p data-bbox="376 1413 1350 1514">Anchored in Dale we were able to catch up with phone and text messages, getting more details of what had happened to Wendy and her funeral arrangements. We didn't bother to land.</p>

The Memoirs of a Boston Belle: Season 1 2023



Date	28/6/23		
From	Dale	Towards	Fishguard

Tides (BST)

Port	Milford	Fishguard				
LW	08:20	09:50				
HW	14:40	16:00				
LW	20:50	22:00				

Weather forecast

Time		Gale Warnings	None	
Gen Synop	L NW of UK Mod Fronts across UK			
	Wind	Sea	Weather	Vis
LE>StDH	SW > NW 4/5	SI/Mod	Occ R	F occ poor
StDH> GOH	SW4/5 > Var. NW Later	Sm / SI	Occ R/ Drizz	M/G occ P
+24h	NW>W/SW 3-5	SI / Mod	F	G

Plan:

- N going tide from Milford Haven through Ramsey Sound starts favourable 11:15
- Pick up the E going tide from St Davids Head to Fishguard 13:30 to 19:00


Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
11:15		0				Raised anchor, departed Dale
11:45	300	2.2		SW4	SI	St Ann's Head Abeam
12:00	300	4		SW4	SI	
12:45						Pass West of Skomer
13:00	350	10.7		WSW3	SI	
14:00	000	18		NW4	SI	Through Ramsey Sound 10knots SOG
15:00	050	25		NE2	SI	
16:00	085	31		0	Sm	Strumble Head abeam
17:00	135	36.5		0	Sm	Approaching Fishguard. Bottle nosed Dolphin
17:20		38				Anchored off Old Town

Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p>A grey and dismal start to the day, with low cloud. We dallied over breakfast waiting for the weather to lift a bit. By 11:00 it was lifting enough to get kitted up for the rain and go.</p> <p>Rain came in as we passed St Ann's Head but soon passed.</p> <p>Passing Skoma puffins and guillemots abounded. But another belt of drizzle obscured the other side of St Brides Bay, liftin in time to give us a good course for Ramsey Sound.</p> <p>As we approached the Sound another belt of drizzle reduced the visibility to a few hundred meters, just enough to see each side of the sound and to aim to miss the Bitches. 10 knots SOG as we were swept through the narrows and into the turbulence.</p> <p>We cut close enough to St David's Head to see the climbers on the cliffs and sheltering from the rain. But the wind was dropping and the cloud lifting as we passed Strumble Head Lighthouse.</p> <p>News was coming in over the Radio that <i>Minkie</i> had been found 70 miles NW of Trevoise Head, but with nobody on board.</p> <p>As we approached Fishguard Harbour a Bottlenose dolphin came over to see us then carried on fishing.</p> <p>We tucked in to anchor off the Old Town, preparing for an early departure for the long haul up to Caernarfon.</p> 

The Memoirs of a Boston Belle: Season 1 2023



Date	29/6/23		
From	Fishguard	Towards	Porth Dinllein / Caernarfon

Tides (BST)

Port	Fishguard	Caernarfon				
HW	04:20	07:00				
LW	10:50	13:30				
HW	17:00	19:40				

Weather forecast

Time		Gale Warnings	None	
Gen Synop	L NW of UK moving NE			
Area	Wind	Sea	Weather	Vis
StDH - GOH	NW>W/SW 3-5	Sl/Mod	Fair	Good

Plan


- Fishguard to Bardsey 46M (9 hrs), PDinllein 60 M(12 hrs), C'fon Bar 80M (16 hrs)
- Foul tide Cardigan Bay 09:00-15:00
- Llyn tides run N 14:40-20:00 so latest time to get to Bardsey 17:00, latest start 08:00
- Sunrise 05:00 Best Start time 06:00.
- Aim for P Dinllein, or push onto Caernarfon....

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
06:15		0		NNW3	SI	Up Anchor
07:00	020	2.6		NNW3	SI	Head wind and foul tide
08:00	020			NNW3	SI	
09:00	020			NW4	SI	
10:00	010	18		NW4	SI	
11:00	0				SI	
12:00	0	27		WNW3	SI	
13:00	0	31		WNW3	SI	
14:00	0	37		W2	SI	
15:00	0				SI	
16:00	0	48		W3	SI	16:30 Bardsey
17:00	030	55		SW3	SI	Bardsey Sound abeam



Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
18:00	030	63		SW3	SI	
19:00	030	70		SW3	SI	
20:00	030	75.4		SW4	SI	
21:00	080			SW4	SI	C'fon Fairway buoy then across the Bar.
22:00		85		SW4		Picked up CHT Mooring off Caernarfon

Time	Notes
0600	Departing an hour after sunrise straight into a head wind and the last of the fair tide which gave a short steep swell, though very much reduced from the Atlantic swell of the last few days. We were able to lay a course towards Aberystwyth with the hope the wind shift would come through later in the morning.
10:00	The wind started backing and easing we were able to point further towards the north, the cloud thinning too.
13:00	A snack lunch as the foul tide eased and started to run fair we picked up speed. Another yacht passed us heading south, the only other boat we saw all the way across Cardigan Bay
16:30	By the time we reached Bardsay the fair tide had been building for nearly 2 hours and we were swept up the Llyn coast. With heavy rain forecast for tomorrow we decide to press on for Caernarfon, even if it would be against a strengthening ebb tide.
21:00	Passing the Fairway buoy we turned for the Bar and the channel, furling the fore sail, a mistake with only the main sail and engine the boat kept crabbing to windward. Passing Mussel Bank Buoy we let the foresail out again which steadied things and gave us the drive to power through Fort Bellan Narrows.
	 <p>With the sun setting, rather than go straight into the Marina we decided to pick up a buoy for the night. The lines on the first one were tangled, but by the time we started to move up for the second buoy another boat had nipped in and picked it up. Turning back, I finally managed to get a line onto the buoy which then gave me time to untangle the mooring strops, not without a bit of language. It had been a long day.</p>



Trip Statistics

- Total Distance 558 M
- Moving time 101.5 hours
- Moving average 5.5 Knots

Much of the outward leg had been motor sailing due to lack of wind or head winds.

- On day 1 we had run at 2500RPM to achieve c 6 knots but used a lot of fuel.
- Thereafter we cruised at 2000RPM sipping just over 1.2 l/hr.

The To Do list at the end of the trip was mercifully short:-

- One waterbag was leaking. A replacement sterile bladder £34
- The VHF radio display was out of sight from the cockpit, an easy job to move.
- The Tiller Pilot failure was due to a diode which had come loose, this was easily repaired with some solder and a soldering iron.
- Chain markers helped gauge the length let out for anchoring
- I swapped the foresail furling line to a larger diameter softer line I had in store

Overall, the trip was very successful. We had set out without a firm plan. Ireland was a possibility but we were warned off by RWYC sailors who had just returned. So, in 2 weeks we had fulfilled an ambition, sailing to North Cornwall, Padstow, St Ives and the Isles of Scilly and back in a variety of condition, none of which had been particularly challenging in hind sight, though at times the Atlantic Swell had been unpleasant. We had learned a lot about how to get the best out of our new boat and to live on board her.

The Weather for the outward leg and while we were on the Scillies could not be faulted, but it was the end of a prolonged spell of good weather. Jan had not been put off and is looking forwards to next year's cruise.

Winter Refit

- Though they worked the old NASA depth sounder, windspeed and anemometer display were not very reliable, so an upgrade to NMEA 2000 instruments was a key winter upgrade.
- A 50w solar panel for trickle charging the batteries rather than the 15w panel which came with the boat.
- The big element was a haul out for:-
 - A full engine service including changing the cutlass bearing.
 - Fitting the new depth sounder and log unit,
 - New anodes and a couple of coats of antifouling



References

Charts

Imray Charts –

- C51 Cardigan Bay
- C52 Cardigan Bay to Liverpool
- C58 Trevoze Head to Bull Point
- C59 Bristol Channel
- C60 Gower Peninsular to Cardigan
- C61 St Georges Channel
- C57 Tuskar rock to Old Head of Kinsale

HMHO

- SC 5909 Anglesey & N Wales
- SC 5603 Falmouth to Hartland Point including the Isles of Scilly
- Admiralty Symbols and Abbreviations
- Admiralty Tidal Stream Atlas

Navionics:-

- Great Britain & Ireland (both on Chart Plotter cartridge & I Pad)

Almanacs, Pilots Cruising Guides & Sailing Directions

- PBO Small Craft Almanac 2023
- CA Cruising Almanac 2017
- Imray / NWVYC: Cruising Anglesey & Adjoining Waters
- Imray: Irish Sea Pilot, David Raisbury
- Imray Lundy and Irish Sea Pilot, David Taylor
- ICC: Cruising Ireland Balmforth & Kean
- ICC: South & West Ireland
- Royal Cruising Club Foundation: Isles of Silly
- Clyde Cruising Club: Sailing Directions & Anchorages (tenth edition 1974)
- Clyde Cruising Club: Sailing Directions: Kintyre to Ardnamurchan
- Yachtsman's Almanac

Background Reading

Lewellyn Sam; Emperor Smith