



Costa Blanca Yacht Association Newsletter – April 2009

MAY 11, 2009

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Welcome to our Newsletter

A very warm welcome to our April 2009 newsletter, where we will be providing current and prospective members with information about forthcoming and recent events. This month we also have two fantastic 'experience' reports from Tim Fawle and Pete & Sue Jenner.

Do you have information or photographs you want to share with everyone? Let us know and we will place it in the next issue and also on the website. The newsletter will go out in the first week of each month, so deadline for article and photograph submission is the 22nd of the previous month.

Please do let us know how to make improvements to the newsletter and other things you might like to see, by emailing me at jackimudge@gmail.com

Forthcoming Events & Notices – April to June 2009

Website Launch

The committee is pleased to announce that the new website has been uploaded to the Web and with the exception of the Members Page, is fully operational. The Members Page password lock and content will be added in the next 2 weeks, but in the meantime please do take a look at www.cbya.org and let us know what you think!



Sailing

18 th April	'5 Club' Racing	Club Náutico Campomanes
4-6 th June	XXI Trofeo Penon de Ifach	Real Club Náutico Calpe

Social & Meetings

6 th April	Members Meeting	8pm Club Náutico Calpe
20 th April	Members Meeting	8pm Club Náutico Jávea
25 th April	Peter Hooker's Birthday Bash	8pm Venta de Posa Dénia
4 th May	Members Meeting	8pm Club Náutico Calpe
18 th May	Members Meeting	8pm Club Náutico Jávea
22 nd May	Green Bowls	Inn on the Green, Jávea
1 st June	Members Meeting	8pm Club Náutico Calpe
15 th June	Members Meeting	8pm Club Náutico Jávea
22 nd June	Walking Quiz	Denia

XXI Trofeo Penon de Ifach - Calpe to Formentera
Thursday 4th to Saturday 6th June 2009
Richard Jones

Dear CBYA friends

Are any of our Sailing members interested in a chance to take part in the 21st XXI Trofeo Peñón de Ifach? This is one of the most important dates on the Spanish cruising circuit.

To date we have not received final details however, I do have a guide from last year...

3rd June

Meeting at R.C.N Calpe 21.30hours

4th June

We leave Calpe at 10.00 for Formentera

5th June

Presentation of Trofeos at 21.30

6th June

Leave Formentera for Calpe at 10.00

At a later date, Presentation of Trofeos in Calpe.

Costs

The cost for the trip is 150€ per person and a 50€ deposit is required. This includes....

- Entrance to the race
- T shirts etc if available
- Day 1 - Meals on board
- Day 2 - Light Breakfast on board (Dinner at Trofeo presentation)
- Day 3 - Meals on board.

What do you need to take part

Licencia Federativa (tbc), enthusiasm, sense of adventure, sailing ability and last but not least, to be able get to Formentera before the bar shuts!!!

Would all those interested in taking part please email me at trickyd0949@yahoo.co.uk

The application for the Regatta has to be in prompt (15th April) as this race is very exclusive and the places are snapped up.

Happy Days.
TrickyD

Did you know that we have a winner of this race in the CBYA club?
Looking back in the history of this race in the year 1995, Maurice Pilkington won the Penon de Oro in his yacht Maid of Moraira. Not sure what this means but maybe you do! Classification Division C.H.S, C.H.S Crucero. Doesn't really matter he was at the top of the list and that's good enough for me.

Peter Hooker's Birthday Bash

Saturday, 25th April 2009

As detailed last month, Peter is planning to celebrate his 70th Birthday... with two other members of the Costa Blanca Mountain Walkers, Bill Hopkins and Mike Ross. Peter would like to extend an invitation to all CBYA members to help him celebrate this occasion as follows:

Date **Saturday, 25th April 2009**

Venue **Venta de Posa, La Xara, Denia**

Cost **25€ per person, this includes dinner and dancing**

Menu Choices are Steak, Lamb or Fish (Lenguado)

Booking details

Please email your names and menu choices to Rachel Garnham at cbya@sailors.co.uk


Cash is required with booking as understandably Rachel does not want to spend the evening collecting money! **The invitation list will be closed on Monday 20th April** so please book now to avoid disappointment.

Rachel is able to collect your 25€ at the next members meeting at Club Náutico Jávea on the 20th.


Newsletter Feedback

Jacki Mudge

We received some very positive feedback from our first monthly newsletter, a selection of which can be seen below...




Congratulations,
very good
newsletter, loved
the format
Diana Jarvis



Fantastic job and well done.
This will step change the
image and how we do
things in CBYA. This is a lot
of hard work but for sure
will be welcomed by
everyone.
Tim Fawle



This first newsletter is a
brilliant start to a much
needed monthly update to
keep members informed.
Well done to you and the
Committee.
Brenda Bates



Well done with the News
Letter. It is good to see it
going out monthly. Several
years ago we used to have a
half yearly one but by the
time we all received it, it was
so out of date as to be
irrelevant. **Pete Jenner**

Many thanks again to all members who have personally contributed and we obviously hope that many more of you will in the future!

Recent Sailing Events

Richard Jones

'5 Clubs' Regatta 14th March 2009 Altea



Just a quick note to tell you how we got on in the Altea 5 Clubs regatta on Saturday 14th March.

17 yachts took part including MARY POPPINS II, GANNOCKS & TRICKYD.

Our boats in order of finishing:

14th place TrickyD

Captained by Richard Jones

Crewed by Piers Armstrong, Paul Smithard, John Tweedale and Guest (Ken Oakden)

Well done to the crew of the TrickyD for finishing. A great result this time after our cock up last time whoops sorry DNF.

15th place Gannocks

Captained by Mike Tyne

Crewed by Rachel Garnham, Jim Cooper and Carolyn Smithard

An extra big well done to Gannocks and her crew for sticking it out and getting over the line.

DNF Mary Poppins

Captained by John Godfrey

Crewed by Phil Taylor and one of our new members, Stewart Evans

I was sorry to hear that the captain had a dodgy pizza before the race and had to pull out and return to Calpe half way through. Least that's what he told me!!!

The race started at 12.30 with a complete mad few minutes on the start line. Even the guys on the start boat looked stunned when five yachts came flying down on it. Tricky D was in the bunch but had to tack round at the last moment to avoid eating the starter boat flags!! Another two Spanish boats came together and Pedro was not happy! After that the race settled down to the norm with the Spanish armada disappearing in the distance. The race started with 15 Knots of wind which soon dropped to 3 knots even before we reached the second buoy. It was at this point Mary Poppins passed Tricky D with Gannocks catching us up. Nothing we could do but have a cup of tea!! Mary Poppins retired at this point and set off for Calpe. Both TrickyD and Gannocks made the second buoy. At this time we were just about to give up and start the engine when out of nowhere the wind came up. No jokes please!! Within minutes we had 17 Knots pushing us both down to the line. Happy days!

A big thank you to all the crews for their support which is very much appreciated by the Captains.

'Top Day' going to windward with Tony Seymour on the helm

Yacht Charter – British Virgin Islands Pete and Sue Jenner

Early February saw four CBYA members chartering in the BVI. Tony and Rosemary Seymour together with Pete and Sue Jenner made the 9 hour flight to Tortola via Antigua to try out some Trade Wind sailing. This is Pete and Sue's report:



Having sold our Moody 31 "Quadru" last year the desire to go sailing again was strong. So when fellow CBYA members Tony and Rosemary Seymour started talking about a charter in the British Virgin Islands we jumped at the chance of making up a crew of four.

We made the long flight to Tortola, capital of the BVI, via Antigua arriving about 1900 hours on a very hot and humid evening.

Our yacht, "Top Day" an Oceanis 393 was ready, but the food and supplies we had ordered in advance were not on aboard. So, desperate for a cold beer or three we adjourned to a nearby bar while the charter company sorted out the catering order. Suitably fed and watered we turned in for an early night.

The next morning after a short briefing from the local charter skipper we were off on passage for some serious trade wind sailing. The winds in the Caribbean are predominantly from the North East, around 18 knots both day and night, but our first few days we had light winds of 12 to 14 knots. This was ideal for trying out an unfamiliar boat.

We visited several island anchorages in our first few days, and enjoyed good sailing conditions and quite anchorages at night. Most evenings we ate ashore after a few drinks on board. We also attended a Rum Punch Party, and a "Pirate Party" organized by the charter company.

Gradually, over the next few days the wind increased to around 20 knots so our sailing became quite lively. The boat behaved well and was quite comfortable up to 20 knots without a reef in the main. During the second week we experienced several bad squalls. Rain and blustery wind would spring up seemingly from nowhere. These squalls would only last a few minutes, but were quite uncomfortable while they lasted.

We visited many beautiful island anchorages during our two weeks, including well known resorts such as Sopers Hole and The Bitter End Yacht Club. Snorkeling and swimming from the boat was superb. SCUBA diving was available in several places. The locals were always friendly, helpful and very laid back.

There are very few marinas in the BVI so most nights are spent on a buoy. (Anchoring is discouraged owing to anchors damaging the coral) We never experienced a problem with finding a buoy, but they were not cheap, around 25 dollars a night! We did have a few bumpy nights as the wind does not back off at night!



"Top Day" moored at The Bitter End Yacht Club

We enjoyed the charter immensely, although we had a few boat problems (fridge not getting very cold, Log reading slow, and a strange smell below decks like something had died in the engine bay)

Would we charter again? Yes definitely, but not to the BVI. It is a long flight and food and drink is very expensive when ashore. It is a wonderful place to sail, and distances are very short with line of sight navigation. We visited several places twice in two weeks, so maybe a week or ten days would be long enough. The Charter company, Sunsail who we have sailed with before, was very good and their yachts are generally in good condition.



On a general note on yacht charter, either bare boat or flotilla is an excellent way to go sailing. What a great idea if several crews from the CBYA got together and organized a couple of weeks sailing. **Anyone for the Greek islands or Croatia next year.....?**

**The Punch
Party at
Sopers Hole**

A Tall Ship Experience

Tim Fawle

Around September last year Peter Hooker commented to several members of CBYA about the delights of crewing on a Tall Ship.

Peter has enjoyed numerous trips with the Jubilee Sailing Trust (JST) and in fact worked for several weeks in helping in the building of Tenacious a wonderful 160' Square Rigger and the first wooden ship of this type to

Peter Hooker
'briefing'

be built in the last 100 years (it was finished in 2000).

Such was his enthusiasm that 3 members, Shirley Lawrence, Anna Miller and Tim Fawle joined Peter on a 7 day trip in the Canary Islands on March 9th. In fact Shirley stayed on as a volunteer to assist in ship's maintenance for another week. Peter, who is well known for his skills within the JST, continued to oversee certain key maintenance projects during that week, preparing the ship for the return journey to Southampton via Madeira and the Azores. As you read this Peter is still "riding the waves" on this great ship a journey of around 3 weeks depending on wind and weather.



So back to the 3 raw recruits who joined Tenacious together with over 35 fee paying crew from all walks of life. Together with Peter we were allocated sleeping quarters obviously separating the girls from the boys! Those crew members with special needs were also allocated specially adapted bunks for the disabled and together with their "Buddies" settled into their new accommodation.

Everyone attended a briefing from the Captain who explained that all people will be treated the same and will have to follow the ship's routine. The 1st Mate who was in charge of all operational aspects of the ship explained the programme for the week starting with safety drills and procedures. All crew were split into 4 Watch groups with Peter being our Watch leader of Aft Starboard. Duty watches were generally 4 hour durations except for the First and Second Dog watches which were 2 hour watches in the afternoons.

Eating in
the mess



Additionally, each Watch Team member was allocated Mess duty which comprised of working in the Kitchen, helping the Chef and Assistant Chef in preparing dinner lunch breakfast and the coffee and tea breaks as well as serving these meals to fellow crew and clearing up. Team leaders were exempt from this duty and as we were only on board for 7 days and our team were 9 people a few lucky ones escaped this duty (Tim!) not a "male thing"

but pure luck he was not on the list for this work. Anna and Shirley along with the other members of the team did a great job and always with a cheery smile!

Anna
climbing up
the Ratlines

After the Safety drills on Day 2 everyone was encouraged to climb up the Ratlines to the first Crows Nest and then onto the Topsail Yard Arm. This is the second sail of 4 sails high and for all of us this was a significant achievement - the height was around 50ft and one of the members of our watch was 75 years of age! The full time crews were great instructors with obviously safety as the priority. Each person always had a harness attached to them and whenever they were asked to "Go Up" their harnesses were doubled checked.



Shirley, Ann & Tim
"Two Six Heave"



We finally set sail from Las Palmas, Gran Canaria on a course to the island of La Palma with an overnight passage. With a nice sea breeze of 3 to 4 some crew members began to feel a little unwell. This was not helped by the terminology that was used when raising the sails – for example "Two Six Heave" means that the ten people or so are pulling up the sail rope and pull to that instruction. One crew member commented to me that he wished they would not use that word "Heave"! Another commented that the word "Well" which means stop did not help him through his seasickness...

You can feel proud that your fellow four associates of the CBYA conducted themselves with the great diligence expected of anyone from the Costa Blanca!

The week progressed very well with the visit to Palma which is highly recommended as it is unlike any of the other Canary Islands which are overdeveloped with too much tourism. Being volcanic you may recall the National Geographic produced a programme citing La Palma as a big possibility to erupt. It is currently growing at 2cm per year.

In sailing terms the best sail was from La Palma to Santa Cruz de Tenerife with nearly all sails up and a speed of 8.3 knots. During this leg we spotted a large Turtle swimming past, a school of whales at a distance and the impressive spectacle of Dolphins photographed from the Bowsprit.

Being a part of this great ship makes you wonder how Columbus, Cooke and Nelson achieved so much and not with the frills of the 21st century.

After arriving in Santa Cruz we spent a very enjoyable stopover eating the great Canary Island speciality of Papas Arugadas (small potatoes boiled in salt) with Mojo a spicy sauce which accompanies this dish plus the local fish. It is a must if you visit the Canarias!



There is so much to share with you about this trip and we plan to present a slide show and informal talk on our experiences. It was a week that gave one an insight into Tall Ship Sailing, covering 329 nm with around a third of that under full sail, meeting interesting people from all walks of life with everyone on the same playing field and above all the courage and tenacity of the many disabled people who shared the voyage.

