

The following are samples of the cruises which were undertaken by Howth Cruising Group Members during the summer of 2014.

“Lydia” with Trish and Joe Phelan

31/5/2014 Howth-Ardglass-Peel-Bangor-Belfast-Carrickfergus-Howth.
6days/275nm/crew2-4

30/6/2014 Howth-Crosshaven-Glengarriff-Sherkin-Kilmore-Howth
25days/500nm/crew2-7!

14/8/2014 Howth-Greystones
6days/37nm/crew2

“Tuadh Na Mumhan” skippered by Martin O’Malley

spent three weeks in Scotland visiting the islands of Islay, Jura, Kerrara and Mull. Also various parts of the mainland.

Ports visited included, Port Ellen, Tayvallich, Craobh, Oban, Loch Aline and Tobermory in Scotland and Ardglass, Glenarm, Ballycastle and Carrickfergus in Northern Ireland.

Weather was mostly good but winds were mostly light necessitating a lot of motoring. Scenery was very beautiful.

Three crew in total.

“Mystique of Malahide” with Robert and Rose Michael

Cruised "Mystique of Malahide" for five weeks to Crosshaven and joined the ICC Cruise in Company to Glengarrif via Kinsale, Courtmacsherry, Castletownshend, Sherkin, Schull and Adrigole. Robert and Patricia Barker (also HYC) sailed with us and our daughter Lucy and her boyfriend joined us in Schull. A great event enjoyed by all. We then went on to cruise for another fortnight to Bantry, Bere Island, and into the Kenmare River visiting Sneem and Derrynane. The return journey was via Crookhaven, Cape Clear island, Castletownshend and Kinsale, returning home the following week via Kilmore Quay and Greystones. Weather was superb with breakfast in the cockpit on all but one day.

“Wild Again”: with Shiela and John O’Reilly

in company with

“Katrina II”: with Olive and Denis O’Brien.

Our summer cruise started from Howth on the 3rd June with (Colm and Connor) our grandchildren.

The first leg was to Ardglass, flat seas lovely trip.

Our next leg was to Glenarm, wind on the nose once again more loose fillings!

Crossed over to Compleetown on the 7th, flat sea's even though a force 6 was due, a great trip.

Left Compleetown for Portavadie with a force 5 on our beam, made for a fast sail.

Left Portavadie for the Kyles of Bite on the 10th, a wonderful trip and ended in Port Bannatyne, just above Rothsey.

Went from Port Bannatyne to Ardrossan and while there we took a train to Glasgow.

Left Ardrossan for Troon, a very short leg! This is where the grandchildren took the Hi speed ferry to Larne and left us to our own devices.

Left Troon for East Loch Tarbert and from there we went to Ardrishig and into the Crinian Canal,

Took 4 days to traverse the canal a very nice trip.

We left the Crinian on the 22nd of June, passed through an Doras More and up the Sound of Luing and on to Karrera at Oban. This was the first time we had rain on our trip and lasted for 2 days.

Departed Karrera for Croabh marina via Cuan Sound; a very interesting passage.

Departed Craobh marina for Port Ellen on Islay, carried the tides all the way and averaged 9-2 Knots.

Left Port Ellen for Bangor and carried the tides down to Black Head, a fast trip.

From Bangor we went to Peel in the IOM and then over to Ardglass.

Our last leg from Ardglass to Howth and the end of a very pleasant cruise to Scotland and back

Our trip lasted 6 weeks and we travelled approximately 560 nm.

“Taurus”: Skipped by Mike Medcalf

In terms of cruising this year Taurus managed to sail around Ireland going anti clockwise via the Derry maritime festival, commencing the cruise in company with the Cruising Association of Ireland as far as Derry and then continuing alone

We (3 Crew) took 6 weeks doing this managing 1057 miles and staying in 30 different harbours / anchorages – we lost a couple of days to the weather in Sheephaven but other than that we could achieve what we wanted to.

Taurus called in at the following;

Howth, Ardglass, Carrickfergus, Bangor, Glenarm, Rathlin, Greencastle, Derry, Greencastle, Sheephaven, Aranmore, Teelin, Sligo, Rosses point, Achill, Clare Island, Inishbofin, Clifden, Inishmore, Fenit, Dingle, Portmagee, Derrynane, Bere island, Crookhaven, ,Baltimore, Kinsale, Crosshaven, Ardmore, Kilmore Quay, Greystones, Howth.

“Empress III” skipped by Tom Fitzpatrick

Mission was to partake in the 85th Anniversary cruise of the Irish Cruising Club. We departed Howth on Thursday 3rd JULY with delivery crew consisting of myself, Kevin Burke, Jaime Murphy and Aiden Callally. After a brief stop in Arklow we spent the next night in a welcoming Dunmore East and the onwards to Crosshaven for the opening dinner in RCYC on Saturday. Monday night in the very navigable Corkmacsherry alongside the pontoon and we hosted an impromptu drinks party. On Tuesday and Wednesday we stayed in Baltimore and visited Sherkin Island for a BBQ. Thursday saw us rounding the Mizzen and for the first time got in some sailing with a tight fetch to Castletownberehaven. Here we tied alongside a small trawler on the Quay wall and enjoyed this lovely town that has good provisioning , hardware ,pubs and restaurants. Friday night saw us in Glengarriff after a brief stop in Bantry and we enjoyed the anniversary dinner in the Eccles Hotel where we were well looked after by Carl Hanratty’s brother Gerrard. This event was attended by the crew from circa 25 boats and many others came by road. The events crew being John and Angela Marrow, Harry Whelehan and his wife Liz departed, and the delivery crew of Kevin Burke, Eamonn Burke, Kevin Flanagan and my son Darren arrived on Sunday 13th. The homeward trip saw some nice sailing with stops in Adrigole, South Harbour Cape Clear, Baltimore Kinsale and Crosshaven. Empress III arrived back in Howth on Thursday 17th July.

“Marie Claire” skippered by Sean McCormack

Marie Claire’s cruising plans for this year included taking in the Irish Cruising Club Rally in Peel as part of a circumnavigation of the Isle of Man and then a four week leisurely exploration of the Clyde during June/July.

Domestic considerations necessitated bringing forward the Isle of Man trip by a week and this change produced the unusual and welcome southwest winds for the outward leg and then strong northeast winds for the trip home on Thursday May 02. This was the same weather system that prevented the Dublin based ICC boats making it to Peel that week-end.

The extra marina berthing now available in Douglas and the greatly improved facilities in Peel resulting from the sill installation there, has had a huge impact on Port Saint Mary. Many of us remember trots of four or five yachts deep and a lot of early morning manoeuvrings as some made their departure not to mention concerns on leaving the boat unattended to go into Douglas.

We were the only yacht there during our three night week-end stay. Many of the former shops and pubs have been converted into apartments or houses with a plaque on the wall listing its former use. Thirsty sailors now only have the hotel overlooking the inner harbour apart from the very friendly sailing club.

Visits to Douglas and Peel were most enjoyable and as we were leaving for home the motor cycle brigade were starting to arrive in numbers for the annual TT racing. Time to be away!

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On Friday June 13 a non-superstitious skipper with long time sailing friends Vincent Dromey and Con Moran on board, was again heading for the Clyde. The plan was for some leisurely sailing and to explore a few anchorages not previously visited by Marie Claire and hopefully get up the River Clyde to Glasgow. This is an area that I have cruised many times providing magnificent scenery and a great choice of anchorages and marinas. It is the ideal area for the less experienced skipper that might be getting a bit bored with their local coastal cruising.

We were now enjoying long summer days and fantastic weather with light winds. This resulted in a lot of motoring but offered a great choice of remote anchorages which we utilized fully. Our trip up the Clyde to Glasgow produced a few surprises for everyone on board. Nowadays there is very little shipping on the Clyde up to Glasgow as most is handled in the deep water container ports at the Firth of Clyde end around Greenock

and Gourock. The Clyde still has many large industrial plants but many now defunct ship building yards and warehouses. The scrap metal trade appears to be booming on both sides of the river as you approach the city. Arriving in the city we failed to get the Millenium Footbridge opened by the Glasgow Science Centre. We then tied up at the Govan ferry pontoon and after dinner on board, discovered that it was not possible to get ashore. Our plan was to explore the city next day. The following morning Vincent got speaking to a local and told him of our plans to visit the city. He was advised to move to the Yorkhill ferry pontoon on the other side of the river as our tricolour would be controversial in that part of the city. On moving to the other side we again could not get ashore. It appears the new footbridge recently brought about the demise of the Govan Ferry. A short visit to the nearby shallow and shabby Kelvin Harbour in the shadow of the Riverside Museum and managed by the nearby Tall Ship Glenlee was not an option for a day exploring the city. We then decided to head downriver twenty miles to the James Watt Dock Marina and get the train next morning into Glasgow. This 107 berth marina opened in 2011 and is proving very popular and is by far the best option if planning to visit the city. The next day we very much enjoyed our bus tour of Glasgow which is a fine city with many impressive buildings.

Other highlights of the cruise were the anchorages in the Burnt Isles and Caladh Harbour. The spectacular scenery in Loch Long and Loch Goil was memorable as was the mooring we picked up at the head of Loch Goil at Lochgoilhead and all in wonderful weather. Due to submarine exercises in Loch Long a naval patrol came alongside us on our way up but when we gave our destination as Loch Goil they were happy. On the way down the next day we were instructed to stay close to the west shore of Loch long.

We arrived back in Howth on Tuesday July 08 well pleased with our little cruise. A strange feature of the trip was that it was not until our last stop in Ardglass on the way home that we saw our first Irish flagged yacht.

Duration of cruise 26days

Number of ports/anchorages visited 24

Number new to Marie Claire 11

Mileage 509

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A three day cruise to Portaferry in Strangford Lough in August gave us a fantastic fast beam reaching sail on both legs. These were the best sailing conditions that Marie Claire experienced during a lovely Irish summer.

Seán McCormack 24/08/2014

“Bluebird”/“Celtic Mist” skippered by Garry Davis

The target this year was to try to visit each of the Celtic Nations; Scotland, Isle of Man, Wales, Cornwall, Brittany.

“Celtic Mist” Cruises:

In my role as one of the Irish Whale and Dolphin Group Skippers, I was asked to skipper Celtic Mist from her winter berth in New Ross to Ballycastle and Rathlin, to take part in the Rathlin Sound Festival. After that I was skipper to take her on two voyages to the Hebrides to bring Irish Whale and Dolphin Group Members on cetacean watching.

The first leg of the cruise:

New Ross – Dun Laoghaire – Ardglass – Ballycastle – Rathlin - Ballycastle

12th May 2014. Departed New Ross 14.37.

13th May 2014. Arrived Dun Laoghaire 08.30

Distance Travelled: Approx 120 Miles

20th May 2014. Departed Dun Laoghaire 07.10

20th May 2014. Arrived Ardglass 16.30

Distance Travelled: approx. 60 Miles

21st May 2014. Departed Ardglass 04.30

21st May 2014 Arrived Ballycastle 17.00

Distance Travelled: approx. 75 miles

31st May at Rathlin.

Round Rathlin Island courtesy trip for members

Approx 11.30 to 14.30

1st June

Round Rathlin Island courtesy trip for members

Approx 12.00 to 15.00

2nd June

Rathlin to Ballycastle

The first of the cetacean spotting trips was logged as follows:

- 4th June 14.17 Departed Ballycastle, arrived Port Ellen at 20.00.
- 5th June 08.15 Departed Port Ellen, arrived Craobh Haven 17.00
- 6th June 09.15 Departed Craobh Haven, arrived Oban 18.30
- 7th June 11.00 Departed Oban, arrived Tobermorey 15.15
- 8th June 10.00 Tobermorey Trip to Coll and return 16.00
- 9th June 12.00 Tobermoray rendezvous with Silurian return 16.00
- 10th June 08.15 Departed Tobermorey to Port Ellen, via Iona, Collonsey and Sound of Islay arrived 19.00
- 11th June 07.36 Departed Port Ellen, arrived Ballycastle 11.15.

Distance travelled approx. 310 miles.

The second of the cetacean spotting trips was logged as follows;

- 14th June 10.05 Departed Ballycastle, arrived Port Ellen 14.15
- 15th June 09.01 Departed Port Ellen, arrived Craobh Haven 16.30
- 16th June 11.30 Departed Craobh Haven via Corryvreckan Sound, Collonsey Island and return Craobh Haven 19.30.
- 17th June 06.01 Departed Craobh Haven, to Tobermorey via Ross of Mull and Iona Island arrived at 16.00
- 18th June 09.0 Departed Tobermorey for trip to Coll, and Ardnamurchan Head and return to Tobermoray at 15.00
- 19th June 09.01 Departed Tobermoray via Sound of Mull to Craobh Haven arrived at 16.30
- 20th June 06.07 Departed Craobh Haven, arrived at Ballycastle 15.00.

Distance logged for second trip was approx. 325nm

"Bluebird" Cruises;

Howth – Isle of Man – Howth; Crew; Ron Dooley and Peter Mehlhorne

On 7th July departed Howth 06.00 for Peel in IOM arrived 18.20, locked in to pontoon in inner harbour.

On 10th July departed Peel at 09.00 on return leg via Ardglass, arrived at 16.30, the weather was flat calm and engine all the way. Approx 1 mile from Ardglass, a Minke Whale was sighted feeding on the local herrings. On route from Peel to Ardglass a total of 20 harbour porpoise were sighted.

On 11th July departed Ardglass at 06.00, another flat calm day. On route, another Minke Whale (possibly the same as previous) was sighted in Dundalk Bay. We arrived in Howth at 16.00. On route we sighted a total of 16 Harbour Porpoise.

Distance logged approx. 155 nm

Howth – Cornwall (Scilly Isles) – Brittany – Wales – Howth.

Crew; Yvonne and Ron Dooley

22nd July Departed Howth at 05.30 and arrived at Kilmore Quay at 21.50. Thick fog most of the way, but sighted 14 Harbour Porpoise.

23rd July at 10.20 departed Kilmore Quay and headed for Scilly Isles. After approx. an hour and a half, when we were due east of the Great Saltees, a line from a floating pot marker fouled the propeller, stopping the engine instantly. The float was more than 40 meters from the boat and the line to the float was not weighted, but was partially submerged. Yvonne, who was the best swimmer, went into the water and tried to free the line, unfortunately it was jammed and wrapped solid. I called Rosslare Coast Guard Radio and they tasked Kilmore Quay lifeboat to our assistance. After about an hour the lifeboat had managed to cut the line to the pots and had us on tow into Kilmore. A local boatman, offered to swim in and cut the line from the propeller. He had the job done in about 10 minutes; I guess he had a lot of practice.

24th July at 11.05 Departed Kilmore Quay, (this time giving marker buoys a wide berth of at least 200 meters) and headed for Scilly Isles. At dusk, approx. 21.00 we were surrounded by a pod of approx. 30 bottlenose dolphins, they bow rode and played around for nearly half an hour. On Friday 25th July we arrived at St. Mary in Scilly Isles and picked up a visitor mooring.

26th July at 10.00 departed Scilly Isles and headed for L'Aberwrach in Brittany. There was thick fog on way out, which cleared after a few hours. We arrived in L'Aberwrach at sunrise on 27th July and moored in marina at 07.00.

28th July, Departed L'Aberwrach at 06.00 LT and headed for Camaret Sur Mer. It was a beautiful sunny day with a nice sailing wind. Tide was with us in Chanel du Four; but was on the nose entering Bay of Brest. Arrived in Camaret at 12.00.

29th July, at 12.45 we departed Camaret and sailed over to Brest a distance of only 10 miles. We arrived in Brest Marina at 14.45. We were met on the way in by a marina pilot boat, they escorted us and showed us to our berth. Big spacious marina, beside the old port.

31st July we motored for a trip up the Aulne River at the east of the Rade du Brest. In the river we passed a graveyard for de-commissioned French Navy Ships. Amazing to see such big ships moored in a river! The trip was approx.

2nd August at 10.00 departed Brest and sailed back to Camaret; arrived at 12.00.

3rd August at 15.45 we departed Camaret and headed for the Scilly Isles. Once again we were visited by dolphins, at around dusk. Approx. 10 bottlenose dolphins, played around and bow rode for about half an hour. We arrived in Scilly Isles at 12.30 on 4th August. This time we berthed alongside the quay wall, drying out at low tide. Having bilge keels has advantages sometimes.

5th August we departed Scillies at 08.04 and headed for Milford Haven. We arrived at Neyland Marina at 06.00 on 6th August.

7th August we departed Neyland Marina at 11.13 and headed for Howth. On 8th August at 07.04 we finished with engines on G6 Howth Marina.

Total Distance logged approx. 800 nm

Hair Raiser
Main Summer Cruise 2014

- Summary.** - Howth to la Trinite, West Coast of France
- Cruising West Coast of France.
- Camaret, France to Kinsale
- Kinsale to Kinsale
- Kinsale to Dublin.

Total Log - 1,425 Miles

Howth to La Trinite, West Coast of France

Crew. Percy Boyle & Aine Carroll.

Tuesday 15th July 2014 - 15.45hrs.

Departed Howth and headed South for France. - Forcast Not Good - A lot of Strong Southerly Winds Forcast.

Saturday 19th July 2014 - 12.00hrs.

Tied up in La Trinite, France.

Log 460 Miles

Met up with Calimbo - A Bowman Ketch 36 From Rush Sailing Club.

- Skipper - Jonathon Mason
- Crew - Paddy Archer.

Cruising West Coast of France - in Company with Calimbo.

Sunday 20th to Monday 30th July 2014.

Visited	Ile Hoedic,	Visitor Buoy
	L'Herbaudiere	Marina
	Port Joinville, Ile d'Yeu	Marina
	Anse Des Vieilles, Ile d'Yeu.	Anchor.
	Port De Lu Croix, Ile Hoedic.	Anchor.
	Sauzon. Belle Ile.	Visitor Buoy
	Port Manec'h.	Anchor
	Audierne	Marina.
	Camaret	Marina

Camaret, France to Kinsale.

Thursday 31st July. 10.00 hrs.

Departed Camaret with Calimbo - heading for Kinsale.

Saturday 2nd August. 12.00.

Tied up in Kinsale Marina.

Log. 320 Miles

Fast Crossing

Kinsale to Kinsale

- Aine Single Handed

Monday 4th to Tuesday 12th August 2014

Glandore	Visitor Buoy.
Castletownsend	Anchor
Baltimore	Anchor
Schull	Visitor Buoy.
Crockhaven	Visitor Buoy.
Schull	Visitor Buoy.
Kinsale	Marina.

Kinsale to Howth

Friday 15th to Thursday 21st August 2014.

Crosshaven	Marina
Ballycotton	Alongside Fishing Boat
Dunmore East	Alongside Fishing Boat
Waterford	Marina
Kilmore Quay	Marina
Wicklow	Alongside Fishing Boat
Howth	Marina

Total Log - 1,425. Miles

"Lady Frances" skippered by Joe Nolan

26th June '14, dog & I left Howth, heading for the s/w.

He forgot to pee before he left. So we overnighted in Courtown. Dog and me went up for a drink, after of course Dog raised the tide from neaps to springs. In Ambrose's bar, I asked barman could I bring a blind dog in, sure says he. Is that a blind dog he asked, not really I replied he's just got sore eyes. It worked.

Kilmore Quay next all the pubs back open again. Then to Dungarvan; great town; new pontoon takes all drafts; not to be missed. Then up to Cork city, a long haul from Roches Point 3hrs. Cork has a long pontoon they call a marina. There is a lady er woman in the office ""thread carefully" there.

Back to Cobh; pontoon outside Quay pub; (no charge if you use bar, food good). Kinsale; the usual Kinsale; club renovated; great job.

Next Baltimore Sherkin and Cape Clear; Island is packed with Corkies and a lot of French; lots of motor boats, lots of big ribs, very few Howth boats. The Corkies invited us, (sorry forget to mention wife joined us) to join the Sherkin Island cruising assoc; €10/year including drinks & a meal. I applied for overseas membership at a reduced rate (Committee to discuss it).

Mid-August had to return couldn't take any more 27deg days and Mediterranean nights. Back to Kinsale, sadly to enjoy the last meal with Seamus O'Carrol and a good night we had. For the rest of my cruise I kept Eileen very much in my thoughts.

Away again to Dunmore East to pick up David Appleyard. Kilmore to Arklow next, out running a threatening gale. Thought Met Eireann were lying again; only a f4 on the beam. Arklow !; suddenly wind died flat calm and you know what that means. But go we went, the "let's have a look system". Of course it was sunny and a f3 so continue on we did. Well it stayed sunny but that's the only thing that stayed the same. Wind veered right around till it headed us. Sea wasn't happy under us, wanted to be over us as well. Trashed the genoa, very lucky we could roll it in. Then we heard regatta in Howth was cancelled, bit late to hear it now.

Winds were gusting 40 kts. But Dublin bay was still ahead. We were an hour and a half behind schedule by this time and of course had lost the tide when we hit Dublin bay, where the sea matched the wind. When David said "would you like tea", I thought he was joking, but he went below cleared up the floor and produced tea and a plate of sambo's which he passed into the cockpit. The next wave put them down the scuppers. Followed by a couple of Foxtrot Oscars, lo and behold he performed again. The loaves and fishes had nothing on him. We rounded into Howth 2 hrs longer than it should have taken us. We were a bit disappointed when we arrived, because the Murph said he was waiting for us at the bar. Well there nobody at the bar when we sailed over it. We must have mis-understood him. Alan from the marina was waiting to take our lines what thoughtful and welcome service in those conditions. Thank you Alan.

August 17th home.

Joe & crew; Lady Frances

L&e's i (lies & exaggeration's included).