



### The Round The Island Race – 27<sup>th</sup> June

This year two of our members entered the race both sailing Victoria 30's, Jerry Bottrill sailing TRACKER and Tim Clarke sailing WIDGEON.

TRACKER raced in Division 8C with an elapsed time of 9:43:22 to give a corrected time of 8:38:02.

WIDGEON raced in Division 8A starting at the same time and managed an elapsed time of 8:47:09 to give a corrected time of 8:08:08. That was good enough to put WIDGEON third in her class of 55 yachts! Tim Clarke also wins The Victoria Cup this year. Well done, Tim.

### New Members

#### Simon Dawson

Simon has joined the Association with his Victoria 34, BELLATRIX. Simon lives in Barcelona and bases BELLATRIX at Port Forum in Barcelona, Spain.

#### Thomas Briggs

Thomas has joined the Association with his Frances 26, TULA. Thomas lives in Florida and bases TULA at New Smyrna Beach, Florida.

#### Rod Simpson

Rod lives in West Lancashire and used to own a Rival 36 but is looking for something smaller, perhaps a Frances 26.

#### James and Janet Mosedale

James and Janet have joined the Association with their Victoria 30, MORGANA. James and Janet live in Falmouth and base MORGANA at Restronguet Point, Falmouth.

### CALADH's Log by Simon and Jo Bound

#### Our 2015 Cruise

After five enjoyable years based in Messolonghi, which proved to be a good centre from which to cruise the Adriatic and western Aegean and where we made many friends, we have reluctantly decided that it was time to move on to pastures new. We would like to explore northern Greece and the eastern Aegean, so this year have decided to go through the Corinth Canal and then via Evia and the Northern Sporades, go up to northern Greece. From there we will cruise south east through the islands of the Eastern Sporades towards the Dodecanese. Our current plan is to overwinter in Samos and then spend a season or two cruising the eastern Aegean.

### Messolonghi to the Northern Sporades



Leaving Messolonghi

We had followed this route in 2012, so were keen to progress as quickly as possible through old haunts until we reached new places. After leaving Messolonghi we motored as far as the Rion Bridge at Patras in light breezes and then the wind filled in and we were able to sail to Trizonia in a lively force 4-5 breeze. It had been forecast to blow from the west but this never materialised so we beat down to Trizonia, but it was good to be out on the water again.



At Trizonia

We spent 3 nights in Trizonia with very strong westerly winds pinning us on the quay but when the wind eased, we sailed further down the gulf to Itea and then to Kiato, enjoying some good sailing, in company with a large pod of about 20 dolphins for a while. We

thought all the ports we visited were much tidier and better maintained than three years ago and in early May there was plenty of space to moor. The inner harbour at Kiato, which had been crowded with local moorings when we last visited, was much quieter with plenty of space for visitors.

On Tuesday 19 May we got up early and transited the Corinth Canal, in company with just one other yacht. The cost of 135 euros had not increased since 2012 and in fact with a much improved exchange rate to the pound, was actually cheaper than 3 years ago. We found out that we were lucky to have been able to go through that day as the canal was normally closed on a Tuesday for maintenance but the other yacht had called in advance and been allowed to transit.

From the canal we decided to make the most of the good weather and do a fairly long passage down to Poros, a total of about 50 miles from Kiato. We motored all morning in light winds but around lunchtime the wind filled in and we had a very lively beat across the top of the Methana peninsular and into Poros in winds gusting up to 25 knots. We were pleased with Caladh's performance and were anchored off Galatas, across from Poros by 6pm. Galatas is good for shopping, with a range of local shops and a Lidl within easy walking distance! However, the laundry we used in 2012 has since closed down and we had to take the ferry to Poros to do our laundry. Provisioning and laundry completed, we set off to Lavrion, a new harbour for us. After a long and rather dull motor in no wind, we moored up in the yacht basin in Lavrion.

Lavrion is a large commercial harbour as well as being the base for a large number of charter companies and during the week when their yachts are out on charter, it is possible to use one of their berths, most of which have lazy lines, water and electricity. It's not a beautiful spot but the town is fairly pleasant and a good place for provisioning, with a large supermarket very near the quay and lots of tavernas in the old fish market. It was however quite expensive for Greece and the first place we had paid harbour dues since leaving Messolonghi, with port taxes of 19 euros a night and a charge of 9 euros for water and electricity from the charter company.

From Lavrion we had another long, windless motor to the island of Evia where we anchored behind the sandbar at the picturesque hamlet of Voufоло. This was a lovely, peaceful anchorage and in May we were one of only two visiting yachts at anchor. The next day we enjoyed a walk around the bay, disturbed only by a large brown snake slithering across the path, and then a tasty, relaxed lunch at one of the two tavernas on the quayside. The following day we headed up to Khalkis and after a night at anchor below the castle, went onto

the visitors' pontoon in the yacht harbour. This has also been improved considerably since 2012, with lazy lines, water and electricity at each berth, a toilet and shower ashore and a part time marinero to assist with mooring, all for a very reasonable 8 euros for 2 nights. There is a new harbour office just inside the entrance to the commercial harbour and a short stay quay adjacent to it for yachts waiting to go through the bridge. However the fees for going through the bridge have doubled in 3 years to 35 euros. These are now collected by the new harbour office but it is still necessary to visit the Port Police on the afternoon you plan to go through the bridge and have your papers checked.



Anchored at Voufоло

...If you would like to read more then you will find the whole of CALADH's log on the Association's Website. However, we will finish this column with CALADH's present position...



From Thasos we crossed to Nea Paramos on the mainland, a holiday resort about 6 miles south east of Kavala, for a final night at anchor before we had the boat lifted while we are back in England... In September and October we plan to continue our cruise south through the Eastern Sporades and are very much looking forward to exploring these beautiful islands. Another update will follow in the winter.

## HUBBLY BUBBLY - For Sale

Long-time member, Dave Massey is selling his Victoria 34, HUBBLY BUBBLY.



HUBBLY BUBBLY is moored on the Hamble River and has been placed with two brokerages: WHY BOATS at Deacons Marina and Boatyard (01590 682701) and at the Hamble Boat Show, Hamble Point Marina (023 8045 2112). The boat was either built in 1992 or 1994, the two brokerages differ on this point, but they do agree that the current asking price is £54,950.

Dave tells me that he is hoping to bring HUBBLY BUBBLY to the forthcoming Folly Inn rally on the Medina River during the weekend of 5<sup>th</sup> and 6<sup>th</sup> September provided, of course, that she has not been snapped-up by then.

## Victoria 38 – For Sale



## Victoria 38 – For Sale continued

The owner is not a member of our Association but assures me that the boat has not been advertised elsewhere. Full details follow:

### Victoria 38 For Sale

Beautiful Boat in Superb Condition.

Constructed 1999 – Launched 2000. No 8 of 8, the last V38 produced and beautifully fitted out by Bowman Yachts.

**Less than 1500 nautical miles under her keel since new.**

Comprehensive range equipment including: Bow Thruster, Mastervolt  
Whisper 3.5 Generator and extra tankage.

Fully battened Main, Genoa, and Storm Jib in near new condition + second hand Yankee in good fair condition. All sails by Hood

Excellent Canvas work including a new Stackpack 2014

Fully networked and upgraded Raymarine electronics package 2015 with extended on-board warrantee: Raymarine e7 plotter, ray60 DSF vhf and cockpit repeater, Raymarine AIS 650 class B transponder all integrated with original comprehensive ST60 instruments and Raymarine RI70 CRC colour plotter / radar. 2015 New audio system,

All batteries replaced 2015

2014 six man Liferaft, 2014 Mcurdo epirb, 2014 offshore flare pack, Dan Buoy and Life Ring.

Yanmar 3jh3e less than 200hrs- service and overhaul and hose replacement 2015

Upholstery as new.

Full 2014 survey – minor recommendations carried out including a rig inspection. Seacocks replaced 2014.

2015 antifouling removed to epoxy and new applied, 2015 hull polished. Teak decks in vgc.

This is an exceptional opportunity. The boat if fully equipped, ready to go, all tested but not yet run in.

Regretful but not forced sale. Serious enquiries only to: [victoria38forsale@hotmail.com](mailto:victoria38forsale@hotmail.com)  
or call +44 (0) 79466 83575

## South Coast Rally to The Folly Inn

This takes place on the weekend of the 5<sup>th</sup> and 6<sup>th</sup> September, so is less than a month away now.

Tim and Dee Clarke are hoping for at least 6 or 7 boats to be in attendance. The shore-side pontoon is already booked, as is the table at The Folly Inn.

Let us try to have a really good attendance. Contact Tim or Dee on 01420 538624 or by e-mail at [t.clarke401@btinternet.com](mailto:t.clarke401@btinternet.com) to let them know that you will be coming.

## Thames Rally to Abingdon

This will be on the weekend of the 12<sup>th</sup> and 13<sup>th</sup> September and just over a month away.

John and Gillian Walker have now sold their Shadow 26, HEAVENLY DAZE and this may be the last Shadow Rally they organise, so let us make it a great success.

Contact them on 01189 782317 or by e-mail at [johnwalker@talktalk.net](mailto:johnwalker@talktalk.net).

---

## JENTER sails to her new home with her new owner at the helm



In the July Newsletter I reported that JENTER had been sold and would be based at Conyer Creek by the new owner. I was surprised when I received this photograph as an attachment to an e-mail from Bob Prichard. This was not a pre-planned photo shoot but Bob found himself sailing alongside a catamaran during the delivery voyage to Conyer on the 25<sup>th</sup> June. It transpired that the other boat was also going to Conyer Creek and the photographer, unnamed, sent the photograph to Bob.

I thought you might like to see it because photographs of the Thames Estuary are not so common and this one shows a number of items of interest. Astern of the boat and in the distance are the outlying wind turbines of the London Array built on Long Sand. Ahead of JENTER are the Red Sand Towers and then the thin line of the Kent coast. Just to the left of the towers you may see the red buoy marking the edge of the Princes Channel. The boat would have been heading towards the Columbine Spit buoy to enter the eastern Swale and pass Harty Ferry. It would make no sense to enter via Sheerness against the flood and possibly have to wait for the bridge when timing was critical.

---

## Articles for the Newsletter and Waterlines

You may have noticed that there have been more editions of the Newsletter so far this year. The number of Newsletters depends on you, the Members. The more articles I receive, the more Newsletters there can be.

Articles do not have to be especially lengthy. They can be with or without photographs. I think all magazine editors like to have a few shorter ones, since they can fill those awkward gaps left between the longer ones.

Please do not forget that next year we will be celebrating 25 years as an association. I have agreed to edit a special edition of Waterlines that will be professionally printed. Special articles will be needed for that with some remembering earlier days in the history of our association.

Please send any articles to:  
The Victoria Shadow Association, 4 The Grove,  
Haywards Heath, West Sussex, RH16 3SJ, England.  
[news@victoriashadow.co.uk](mailto:news@victoriashadow.co.uk). 01444 414162.