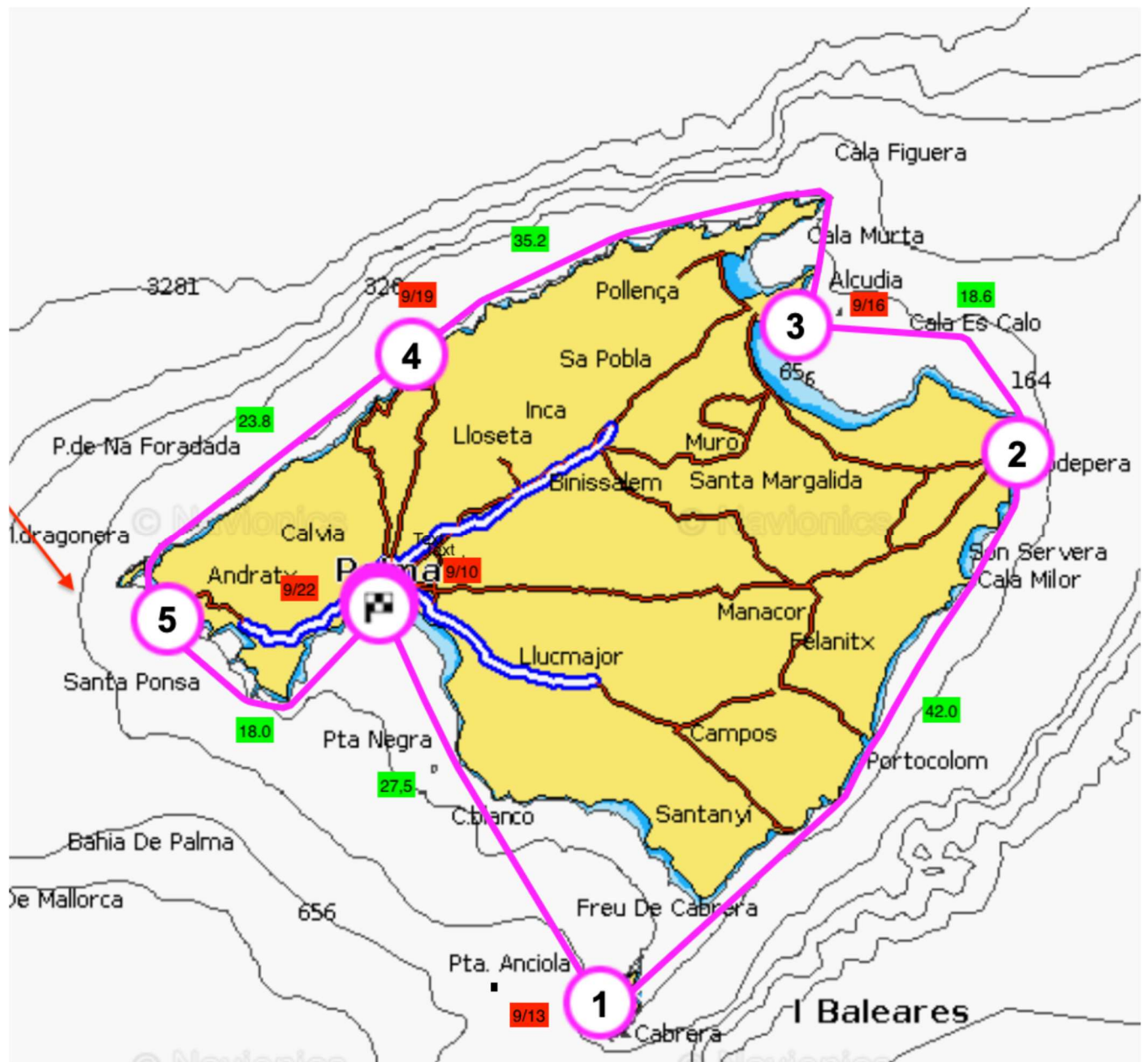




CCA Mallorca Cruise
September 9 - 23, 2023
Cruise Information

Release 1.5 Sept3, 2023



CCA Cruise Route

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Cruising Club of America
Christopher L. Otorowski, Commodore
August 23, 2023

Dear Mallorca Cruisers:

I am pleased to welcome you to the 2023 Mallorca Cruise, expertly organized by Les Crane, Howie Hodgson and their team. This cruise was set to happen in 2020 under the then leadership of Les Crane and Jock Macrae but unfortunately Covid 19 set upon us and forced a three-year postponement. Now that things are nearing pre-Covid status, the cruise is on!

The effort that has gone into the planning is significant, including Les, Mags, Jock and Val “pre-sailing” the major stops and Howie & Wendy testing out the culinary specialties of the several host restaurants post covid. This cruise book contains important details that will enhance your cruise experience.

The history of Mallorca is fascinating and in addition to all the great yachts that can be seen in Palma and in Mallorcan waters, the great cathedral of Palma Mallorca is not to be missed, along with the friendly “old town” in Palma and its shops and restaurants.

You will find Mallorca an intriguing place to visit and explore. With over 250 calas and many with sandy beaches, it is a unique place in the world. I have cruised Mallorca several times in past years and there is always something new to experience in this beautiful Balearic Island.

Shawn and I look forward to seeing you there.

Sincerely,

A handwritten signature in dark ink that reads "Chris".

Christopher L. Otorowski, Commodore
commodore@cruisingclub.org

298 Winslow Way W
Bainbridge Island, WA 98110

2.0 Committee Members and Contact information

Event Email address		ccamallorca@gmail.com	
		Personal Email	Tel Aboard
Les Crane	Co-Chair	lcrane@ibl.bm	+1 347 567 9311
Howie Hodgson	Co-Chair	trueswan75@gmail.com	+1 978 500 5444
Mags Crane	Event Planning	margaretCrane@ibl.bm	+1 646 744 6812
Wendy Hodgson	Event Planning		+1 878-500-5445
Jock Macrae	Event Planning	jockmacrae@hotmail.com	
Val Macrae	Event Planning		
Bob & Sally Medland	Registration		+1 416 726 4880
Chris Otorowski	Commodore	cotorowski@mac.com	+1 206 369-6302
Jay Gowell	Vice Commodore	jay.gowell@gmail.com	+1 401 225-4728
Anne Kolker	Events Chair		
Helen Whysall	Charter Boats	helen@sublimeyachts.com	+34 693 767 022
Dawn MacPhee	Charter Boats	dawn@sublimeyachts.com	+34 (634) 310 439
Dave Curtin	Logistics		
Ernie Godshalk	Logistics		
Mark Grosby	Logistics		
Potter Hodgson	Logistics		
Shelia McCurdy	Logistics		

Nick Orem	Logistics	
Tim Surgenor	Logistics	
Charles Henri Mangin	Entertainment	
James Watlington	Historian	
Kathleen O'Donnell	Treasurer	
Michael Moradzadeh	Webmaster	mdm@yachtpc.com



Dear Mallorca Cruisers

This event has been a long time coming and we are excited to be finally seeing it ready to roll.

Mags and I travelled to Mallorca in February 2019 to meet with Helen and Dawn of Sublime and scope out party venues. Jock and Val Macrae joined us in September for a two-week dry run testing the boats and the itinerary. By January 2020, we had about two dozen boats chartered and about 150 people raring to go. All was set only to be overrun by Covid.

Commodore Otorowski and Vice Commodore Gowell were keen to get it restarted and, following the 2022 Newport Race, Howie volunteered to pick up where we had left off. This involved chasing down each of the venues to see how they fared post covid. After several inspection trips by Howie and Wendy and many investigations by the Sublime girls we are now organized with an almost completely re-configured set of venues and ready for a great two-week expedition.

The weather in September is typically very pleasant and the crowds much reduced from the summer. The long-range forecast looks good with perhaps a bit of fireworks on our final night.

As is often the case with our cruises, many attractive ports are too small to accommodate the entire fleet. We have arranged 3 mid-cruise events that should allow us all to get together and share stories.

We plan to organize a WhatsApp group for the skippers to keep in touch with the committee and alert you to any email communication we need to send.

On behalf of all those who have contributed to this event, we wish you a great cruise and look forward to seeing you.

Respectfully

Les Crane & Howie Hodgson Cruise Co-chairs

August 23

4.0 General Information

4.1 Cruising Guides & Navigation:

The recommended cruising guide is David & Susie Baggaley's Islas Baleares published by Imray and available via Amazon. Also of good value is Portbook Mallorca <https://www.portbook-mallorca.com/homepage/english/>.

Basic **paper charts** of the area should be on each charter boat.

While all boats should have a GPS plotter, a **navigation program** installed on an Ipad (that was designed with connectivity and thus has a GPS chip) works well as a chart plotter. Download the Navionics program. (Tip – download the iphone rather than ipad version and hit the 2x button. It is cheaper and leaves you with the program on your phone for heavy duty use at the bar.

4.2 What to Bring:

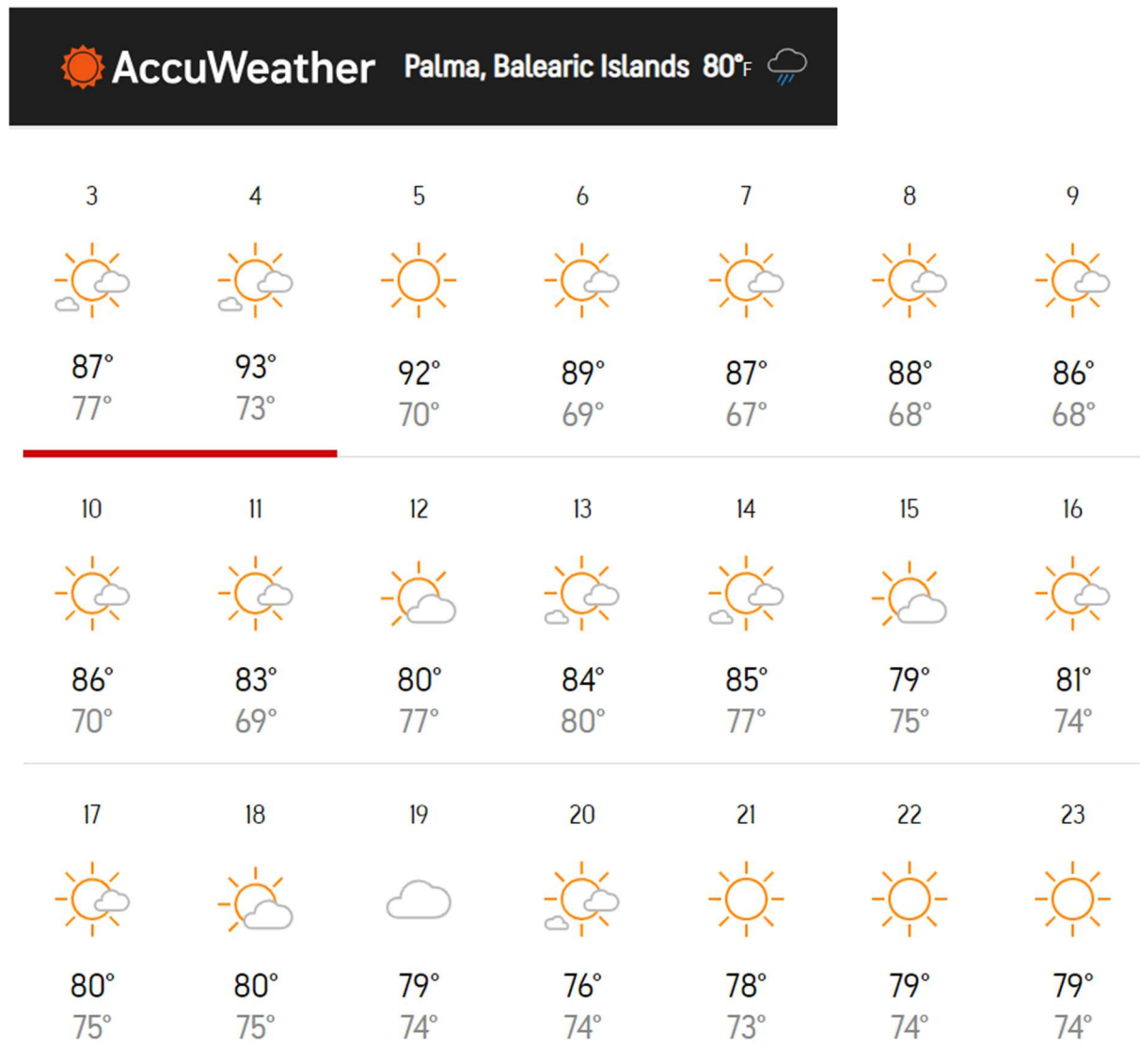
The weather moderates quickly in September and is forecast to be quite good with air temps in the high 70's low 80's and water temps in the 70's- perfect for shorts and bathing suits and, of course, sunscreen and hats. For evenings- light jackets, sweaters, shawls should suffice and for sailing- light coastal foul weather jackets will be more than adequate. See Appendix 1 for a list of suggested items to bring on your charter boat.

4.3 Weather in Palma

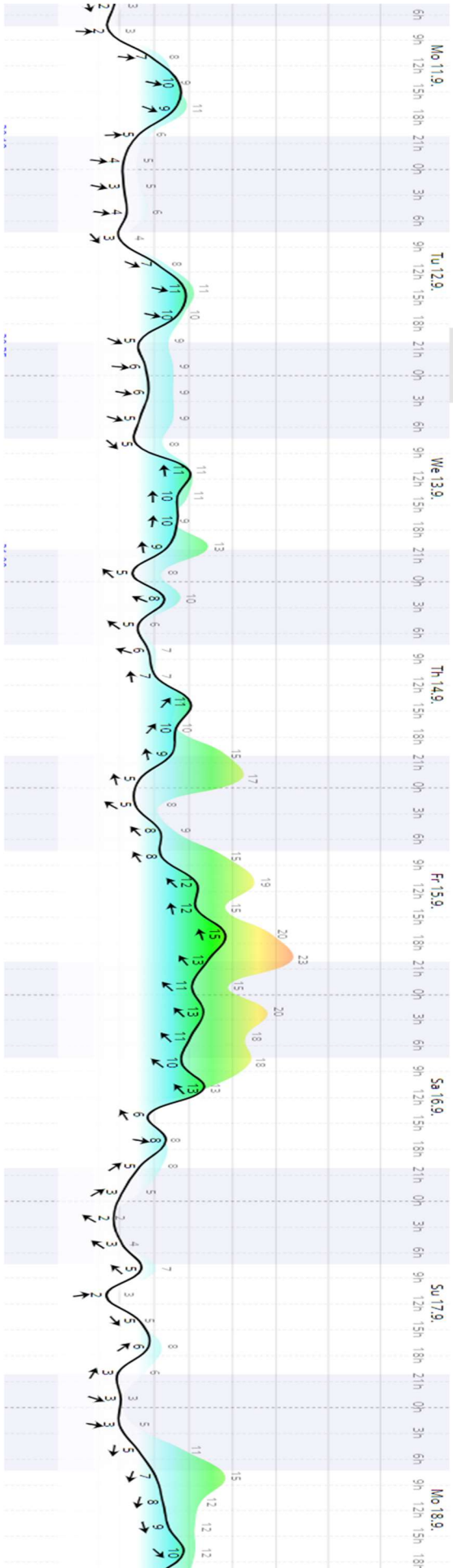
Following is some daily detail we found from the same time in 2017

Palma Weather			Mean Water Temp Sept 77 degrees					
Date	Wind Speed		Dir	Precip		Hi Temp		Conditions
	Low	High		MM	In	C	F	
	KM	MPH	KM	MPH				
2017 Sept								
12	12	7	25	16 E	0	0	24	75 Sunny
13	8	5	16	10 S	0	0	26	79 Sunny
14	9	6	30	19 E	0	0	27	81 Sunny
15	21	13	28	17 E	4	0.16	24	75 Rain
16	3	2	25	16 NE	6	0.24	20	68 Rain / Sun
17	5	3	14	9 SW	0	0.00	24	75 Sunny
18	13	8	23	14 W	0	0.00	26	79 Sunny
19	13	8	22	14 W	0	0.00	26	79 Sunny
20	12	7	17	11 SW	0	0.00	23	73 Partly Cloudy
21	12	7	17	11 SE	0	0.00	25	77 Sunny
22	12	7	18	11 E	0	0.00	25	77 Sunny
23	10	6	15	9 E	0	0.00	26	79 Sunny
24	6	4	17	11 SW	0	0.00	25	77 Sunny
25	11	7	23	14 SW	0	0.00	27	81 Sunny
Total				10	0.39			

And this was the long range forecast on 9/2/23



And the wind forecast from Wind Guru



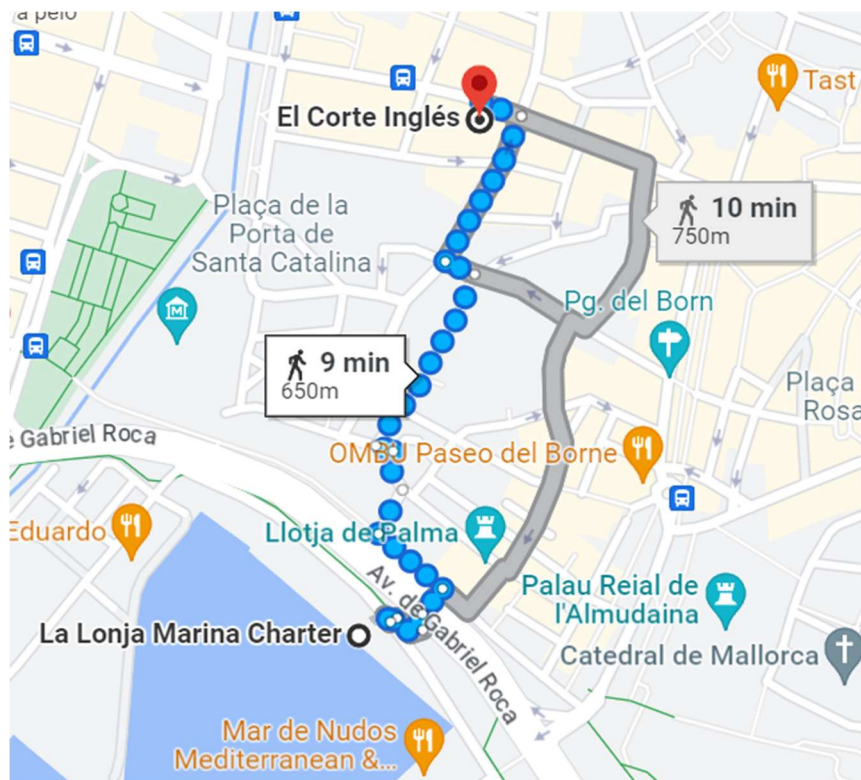
4.4 Language:

Mallorca is heavily focused on the tourism industry and English is spoken most everywhere.

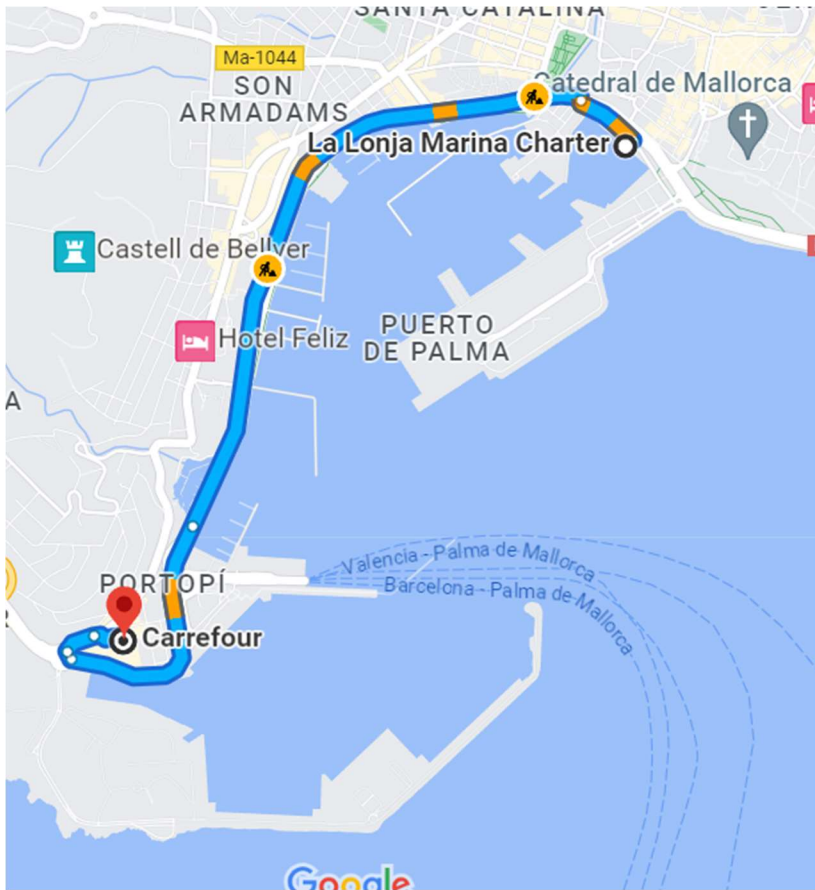
4.5 Banks/ Provisioning:

There are ATMs readily available to withdraw Euros using your US bank card. Electronic payments are accepted most everywhere so you will need Euro's primarily for tips.

Most large grocery stores are closed on Sunday. The notable exception in Palma is Supermercado El Corte Inglés, Av. de Jaume III, 15, S2 650 metres from the charter base. It is open from 9:00 AM to 9:30 PM Saturday; 11:00 AM until 8:30 PM on Sunday.



On Saturday, Carrefour at Porto Pi Mall Avenida Gabriel Roca, 54 07015 Palma de Mallorca is a good option - big supermarket with lots of selection, but you need to taxi there and back, about a 10 minute drive. Open Monday – Saturday from 9:00 a.m. to 10:00 p.m.



https://www.carrefour.es/tiendas-carrefour/hipermercados/carrefour/porto_pi.aspx

https://maps.app.goo.gl/FDS2VYe1HA2SbgY76?g_st=

The Santa Catalina is a great for buying fresh fish and meat and also fruit and veg and is within walking distance of the marina. This is a typical Spanish market with stalls, not a supermarket.

<http://www.mercatdesantacatalina.com/en/>

Unlike Greece, box wine isn't really much of a thing in Spain. That said, there's plenty of decent wine available at €10 or less that goes down nicely! For good value white reach for a VERDEJO and spend at least €5/bottle. ALBARIÑO also great but a little pricer.

For reds RIOJA is an easy and readily available option - for higher quality choose a reserva or gran reserva, I'd recommend spending a little more on reds.

Local wines cost more than what's available from the mainland and generally start around €10/bottle. Red wines made with the Manto Negro grape are most well known and available.

Here's a link to a quick general guide about Spanish wine:

<https://www.seriousseats.com/wine-from-spain-label-regions-rioja-beginners-guide#:~:text=If%20you%20want%20to%20try,most%20planted%20grape%20in%20Spain.>

4.6 Transportation:

Taxis into Palma from the airport cost €25 - €35 one-way. Credit cards are generally accepted. While Uber has recently set up on the island, it is much more expensive (2x) than roaming taxis.

4.7 Communications:

The IDD code for Spain is 34. The 5G signals are very good. WIFI is available in bars, tavernas, hotels, internet cafes, marinas, and is often free for the price of a beverage- just ask for the password. Rather than buy a local sim card, we suggest you activate an international data plan on a cell phone and set up a personal hot spot. T-Mobile provides an international 3G service at no additional charge that we've found adequate for emails and voice calls. All boats will want to have internet accessibility for any detailed cruise committee updates, weather, emails. We will create a WhatsApp Group limited to skippers using the supplied cell phone numbers to alert all boats of a message.

4.8 Medical:

Anyone with significant allergies might want to bring along an EpiPen-type of injectable device and/or Benadryl as there might be wasps around some of the islands. (Certainly not as common as in the Ionian).

Emergency numbers in Spain	
European Emergency Number	112 114 for text emergency number
Ambulances	061
National Police	091
Local Police	092
Guardia Civil	062
Fire Brigade	080
Sea Rescue	900 202 202

A friend of Helen's has agreed to act as a local medical liaison person. **Halina Stoma** is Clinic Manager and the daughter of a GP on the Island. She has done this before, worked as the go between to direct to whatever medical assistance is needed. She is on the island and has connections with all the hospitals. They also have a Traumatologist at the practice should he need to be called out.

She speaks perfect English and Spanish. Her number is **+34 626 427 068**. She is available to call 24/7. If she doesn't answer send a WhatsApp and she will get back to you as soon as she possibly can.

There is no charge for a call. Only if a call out is needed.

Pharmaceuticals: While it is advised to bring along the prescription meds you anticipate needing, many of the prescription meds we all take are available over-the-counter in European pharmacies without a prescription and most pharmacists speak a bit of English. It is best to have the generic name of the medication; prices are very reasonable.

4.9 Formalities:

Unlike Greece, Turkey or Croatia, there are no customs / immigration formalities necessary in entering a harbour.

4.10 Fuel/Water/Electricity/:

You will need to ensure your fuel tanks are refilled before returning your boat. Fuel docks in Palma are at RCNP, Naviera Balear, Marina Port da Mallorca and Club de Mar. Club de Mar has on and off again construction work so confirm availability on CH9. West of Palma fuel is available in Cala Nova, Porto Portals and Port Adriano which may be less busy than Palma.

Water While water is generally of good quality, locals drink bottled water.

Electricity: as with water, it may or may not be available on quays other than in marinas.

4.11 Berthing/Mooring:

You are generally going to be

- in a marina, stern to, held by laid lines to your bow rather than your anchor
- on a registered mooring
- swinging on your anchor

Med-mooring (stern or bow-in) is preferred rather than side-to as space is often limited. If you are not familiar with this technique, you might want to read up on how to do it. See 8.0 Appendix 2. (You might find it helpful to have your entire crew read the note so they are in synch with the procedure).

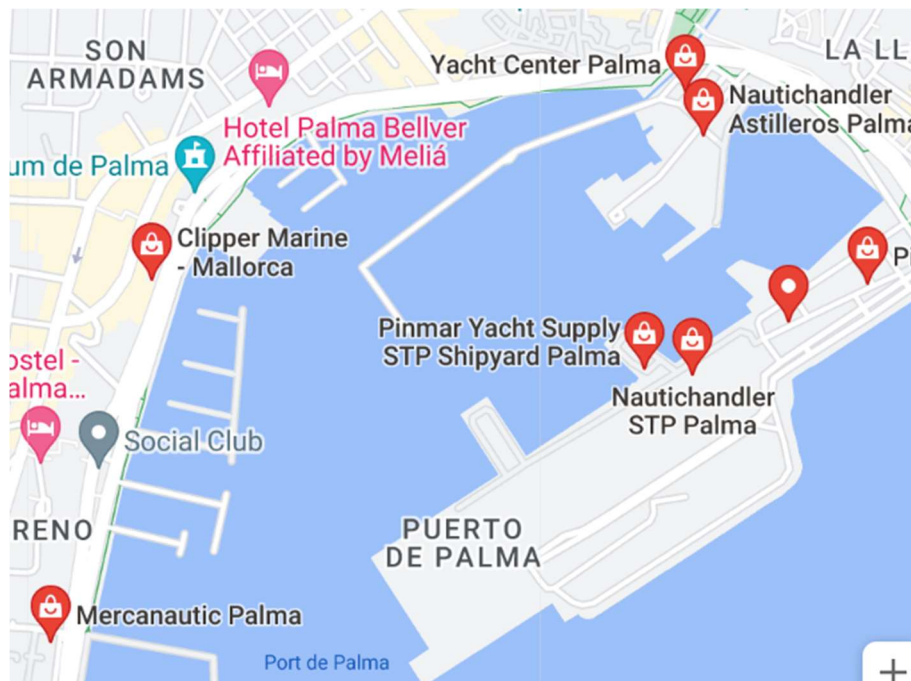
4.12 Supplies/Boatyards/Repairs:

There are several good chandleries in Palma.

Yacht Centre Palma is located near the entrance to RCNP +34 971 715 612

Mercanautic located on the west side of the port is excellent. +34 971 28 10 11

Both stores Close at 13:00 Saturday, and all day Sunday.



4.13 Photo Album

James Watlington has volunteered to be our event historian. If you have a small number of good photos you would like included in the display at the final dinner, please send a link to your file to ccmallorca@gmail.com. A resolution of less than 500kb would be good and a link to a file rather than actual photos would be preferable.

5.0 Itinerary

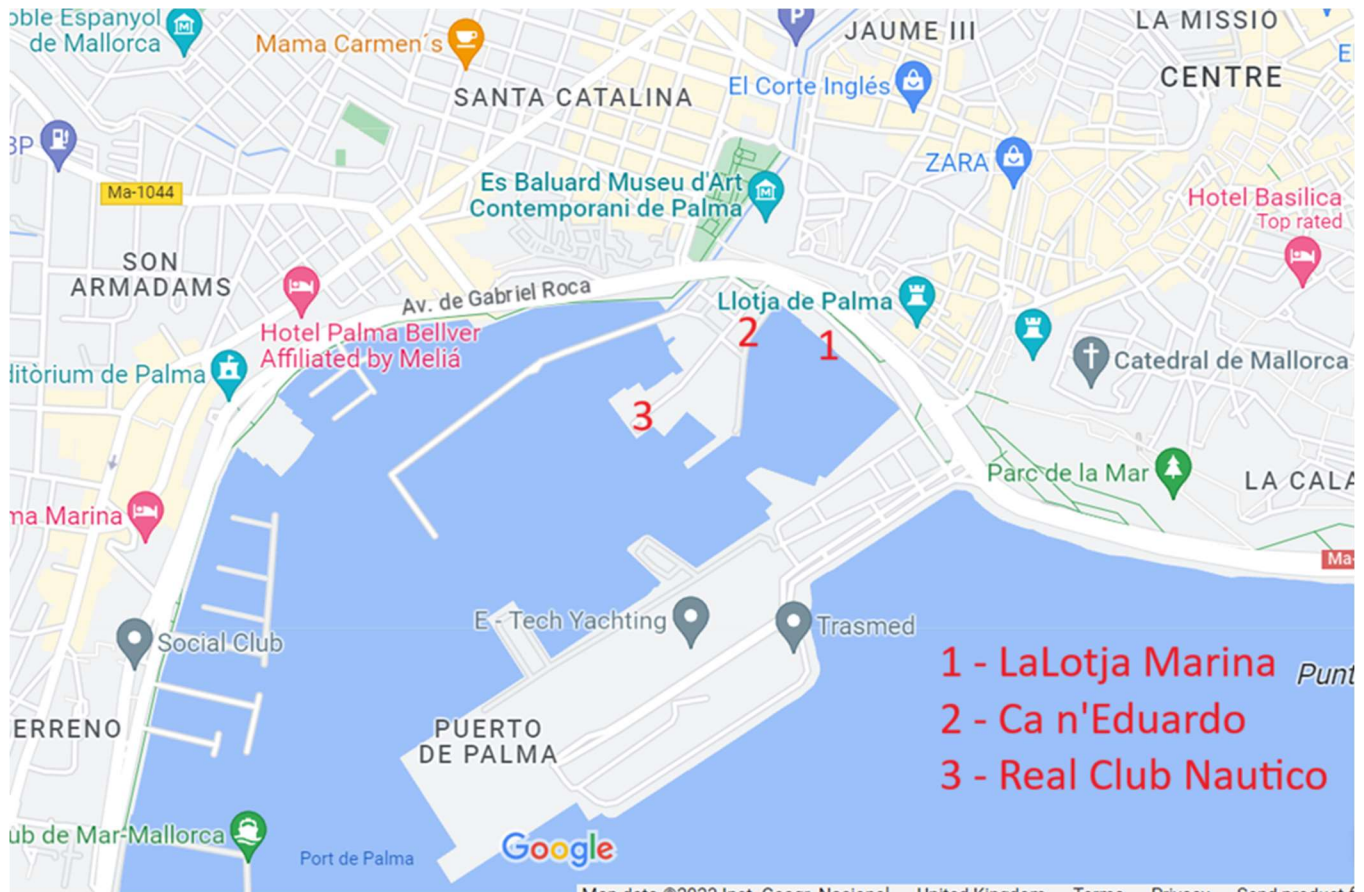
September 2023

Saturday 9	Sunday 10	Monday 11	Tuesday 12	Wednesday 13	Thursday 14	Friday 15
	13:00 - 15:00 Registration					
16:00 Charter Boats Available	La Llotja Marina 17:30 - 20:00 Opening Reception		12:00 - 3:00 Boat Party			
Palma	Palma		Cabrera			
La Llotja Marina	Restaurante Ca n'Eduardo					

Saturday 16	Sunday 17	Monday 18	Tuesday 19	Wednesday 20	Thursday 21	Friday 22
17:30			17:30			
Drinks & Dinner			Drinks & Hors d' oeuvres			
Alcanada			Port de Soller			
La Terrazza Restaurant			Succulenta Restaurant			

5.1 Sunday September 10 – Registration 13:00 – 15:00 – La Llotja Marina

Registration will be near the entrance to the charter centre at La Llotja Marina. Look for the CCA Mallorca Cruise Banner. Those not able to register should let the committee know and can pick up their materials at the opening reception later in the day.



5.2 Sunday September 10 – 17:30 Opening Reception – Restaurante Ca n'Eduardo



Our opening event will be a cocktail reception with heavy hors d'oeuvres on the roof terrace of the Restaurante Ca n'Eduardo on the west side of the La Llotja basin. Raphael Contreras, a Flamenco / jazz guitarist will add some Spanish flavour to the evening.

While the hors d'oeuvres and drinks should be filling and will satisfy many, the restaurant is just south-west of the entrance to the old walled city, a vibrant place in the evening filled with attractive bars and restaurants.

Agenda

17:30 – 20:00 Cocktails and heavy hors d'oeuvres

Dress: Smart Casual



Raphael Contreras

5.3 Tuesday September 12 - 12:00 - Boat Party - La Cabrera Harbour



Our second event will be a boat party in the harbour of the Cabrera National Park.

We have bookings on both Monday and Tuesday night for 19 of our 23 boats, the 4 for one of the nights. **Each boat should have received their confirmation and should have it printed for inspection.** Four of the largest boats, IKIGAI, True, Aphrodite and Keewaydin will be moored on the red or orange floats to the North West. We do not believe we are allowed to raft boats together, so the plan would be to have other crews arrive in their dinghy's and go from boat to boat. We will have food and drink aboard and plan a couple of events. **We need to spread ourselves among the four boats, so if you see 5 dinghy's at one boat, choose another. Howie will blow a signal every 45 minutes or so signaling it's time to move to another boat.**

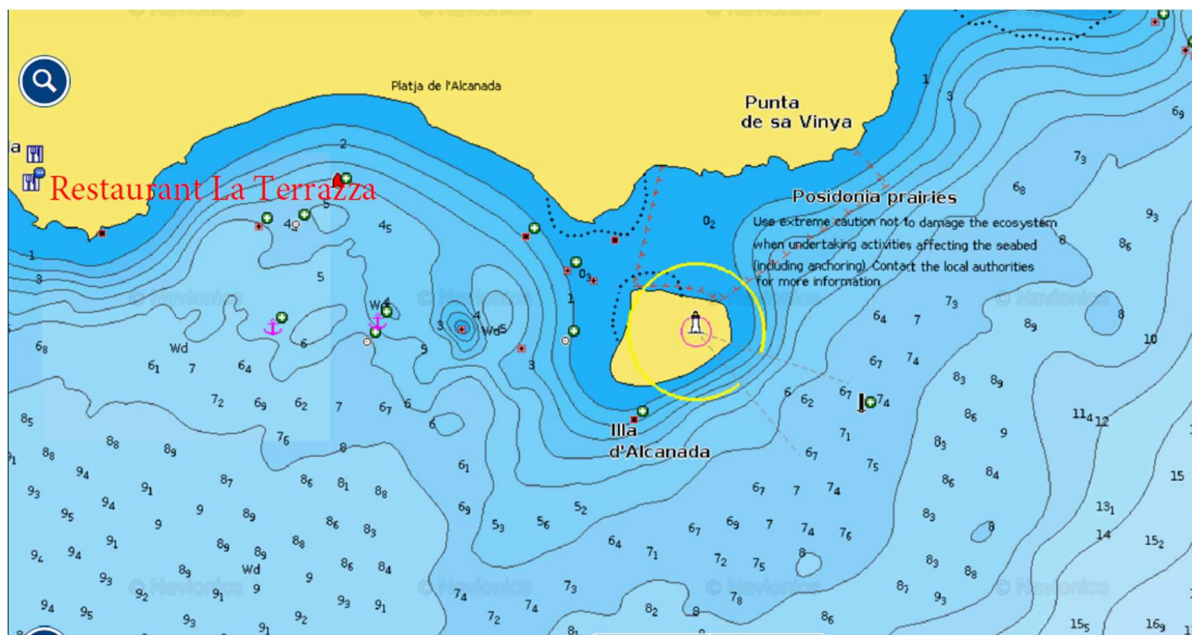
Agenda

12:00 Welcome aboard the 4 boats

14:30 Wrap up Dinghy races?

Dress Swim wear or yacht casual

5.4 Saturday, September 16 – 17:30 Drinks and Dinner at La Terrazza Restaurant, Alcanada



With fair weather, anchor in the protection of Illa de Alcanada to the east of the point in the foreground and dinghy to the beach. If windy, plan on anchoring in Alcudia Harbour or take a berth at Alcudiamar.

<https://www.alcudiamar.es/en/request-mooring/>

This lovely Mediterranean restaurant will provide drinks, hors d'oeuvres and a family style dinner followed by local entertainment – the Monkey Do Swing Band.

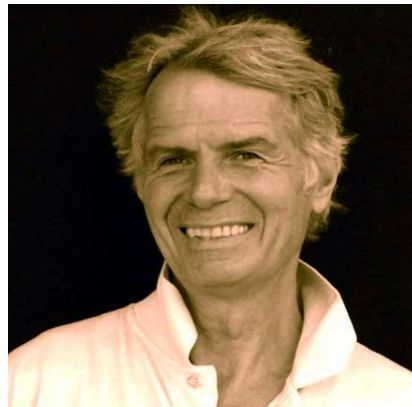
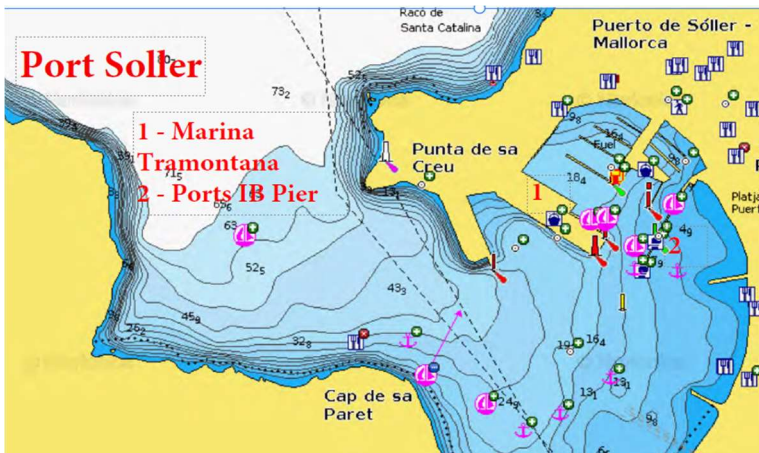


The mountains between Alcudia and Port de Soller are stunning. Consider staying a night in Alcudia Harbour and renting a car for a day. Book in advance.

Agenda

- | | |
|--------|--|
| 17:30 | Drinks |
| 19:00 | Family style dinner. Couples and singles will draw table assignments to mix groups up. |
| Dress: | Yachting casual |

5.5 Tuesday September 19th 1730 - Dock Party – Succulenta Restaurant, Marina Tramontana , Soller



Gérard Chambre

We have bookings for most of our fleet at the Marina Tramontana and the adjacent Ports IB pier. The Marina cannot confirm the remaining 6 boats until closer to arrival but if they cannot accommodate us, there is good anchorage in the harbour. See details below.

Gérard Chambre a French actor, singer, composer and director, well known for his interpretations of the chansons of Belgian Jacques Brel, is joining Charles-Henri Mangin for the second half of our cruise. He has agreed to sing a collection of French and English songs we all know and love, from Aznavour to Presley.

Agenda 17:30 – 20:00 Cocktails and heavy hors d'oeuvres

Dress: Smart Casual

Marina Reservations in Soller

Following is a list of the boats we have paid reservations for in the Soller Marinas for the night of Sept 19.

If you are booked into Tramontana and plan to arrive earlier or stay later, contact the marina to book space and arrange to settle the extra expense directly. Tramontana should have all your boat information. If they cannot accommodate you, you should be able to anchor successfully in the harbour.

For those booked at Port IB, should you want to extend your stay in Soller go to the Ports IB website <https://reservas.portsib.es/ReservasWebPublico/login.do?metodo=generarPantallaLogin>

logon using: helen@sublimeyachts.com Password: CCA2023 The same site will allow these four boats to book at other Ports IB marinas around the island. The remaining boats are all too large for the Ports IB marinas.

The availability of dock space for the un-named six boats will depend on last minute activity as long term tenants come and go. Sublime will keep in contact with the marinas and attempt to satisfy everyone.

Tramontana

Ports IB

T 671037671

info@marinatramontana.com

Aphrodite

Aldebaran

Ikiagi

Blue Gecko

Joulukka

Cardinal

Keewaydin

Moon Shadow

Maloja

Orlando

Pacharan

Prevail

Philia

Tefiti

Totufo

True

Vivaldi

5.6 Friday September 22th – 1800 Closing Dinner – Real Club Nautico de Palma



Our closing event will be a dinner at the Real Club Nautico de Palma just west of the Llotja Basin followed by a flamenco presentation that you will be welcome to join.

Agenda

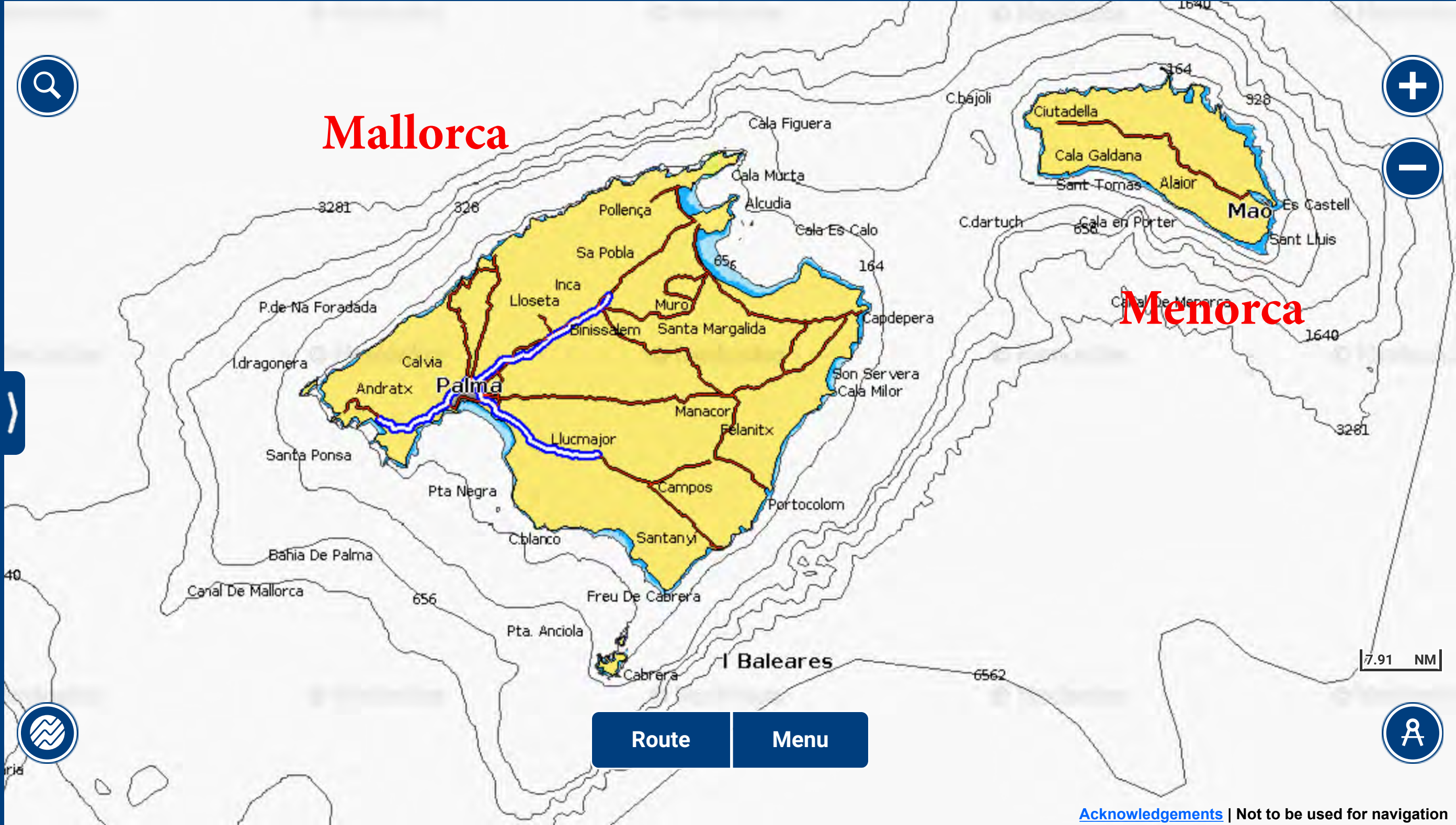
16:00 Drinks

17:30 Traditional dinner. Couples and singles will draw table assignments to mix groups up.

Dress Jacket optional

6.0 Cruise Chartlets

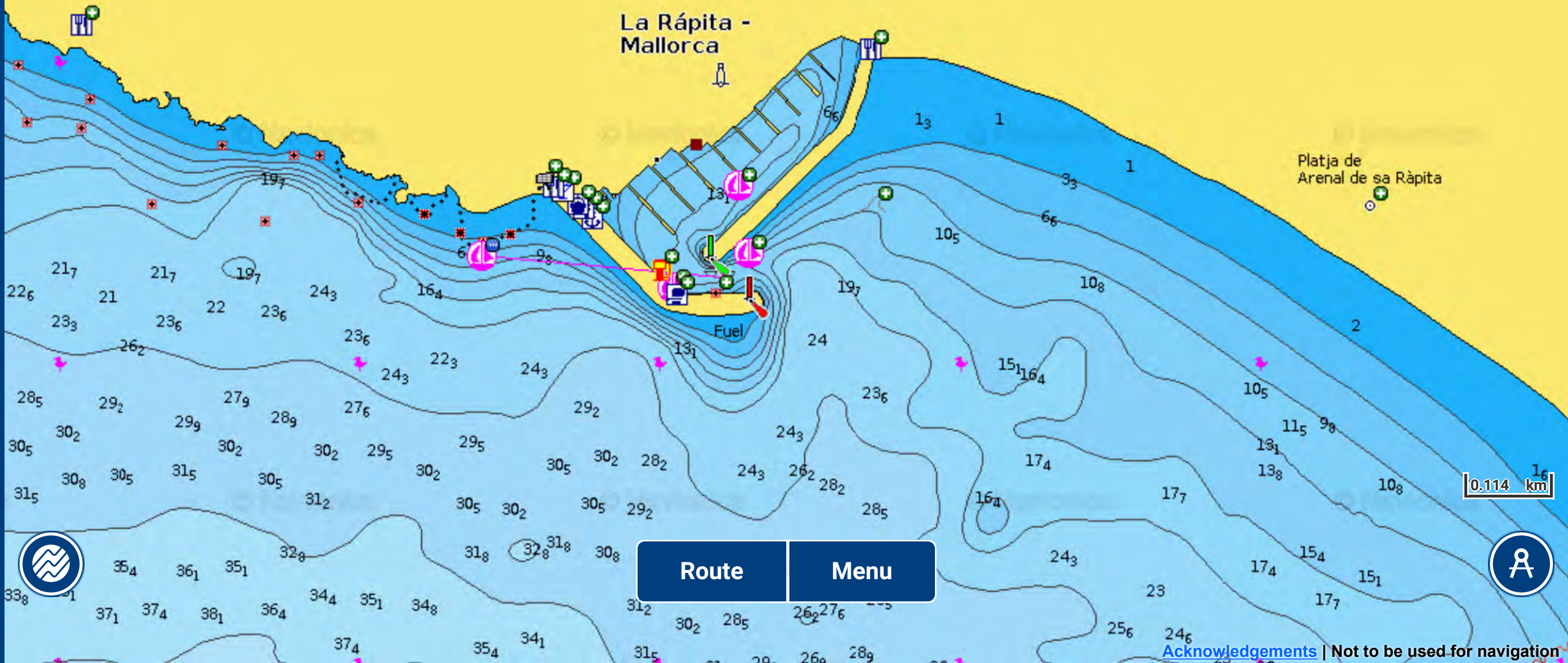
Chart #	Name	Comments
1	Mallorca and Menorca	
2	Palma Harbor	Enjoyable city- lots of historical sites, restaurants
3	Sa Rapita	Marina, restaurants, Great beach
4	Playa en Trenc	Great beach – Attractive anchorage with E Wind
5	Colonia Saint Jordi	Pretty small town. Dinghy in for ice cream
6	Isla de Cabrera overview	Marine Preserve
7	Isla de Cabrera Port	
8	Isla de Cabrera-East	
9	Cala Figuera ds Sanantyi	
10	Cala Petro Mallorca	
11	Cala Llonga (d'OR)	
12	Porto Colomb overview	Marina, Good anchorage, several restaurants
13	Porto Colomb harbor	
14	Porto de Cristo	Enjoyable town. Visit the Caves https://www.cuevasdeldrach.com/en/index.php
15	Cala Ratjada	Small but protected marina, a few restaurants
16	Alcudia Bay	Marina, restaurants, resort town, Good base for road trip in the mountains
17	Pollenca Bay	Enjoyable town
18	Cala Formentor	Mooring Balls available, pretty bay, beautiful hotel ashore
19	Cala Figuera	
20	Cala de San Vicente	Beautiful sandy bay, attractive anchorage if wind suits
21	Cala de la Colobra	Spectacular beach in cleft in cliffs. Anchor for a swim
22	Port Soller	Restaurants, town. Take train to Soller town
23	Cala de Deya	
24	Cala Foradada	Spectacular rock Formations
25	Porto Andratx	Up market Restaurants, town, Marina
26	Cala Blanca	
27	Pta de Cala Figuera	
28	Cala Portals	Beautiful bay to stop for lunch & swim on the way back to Palma
29	Puerto Portals overview	Marina, restaurants, Fuel
30	Puerto Portals	
31	Puerto Santa Ponsa	Marina, restaurants
32	Menorca overview	
33	Mahon Harbor entrance	
34	Mahon Harbor anchorage	Restaurants, town







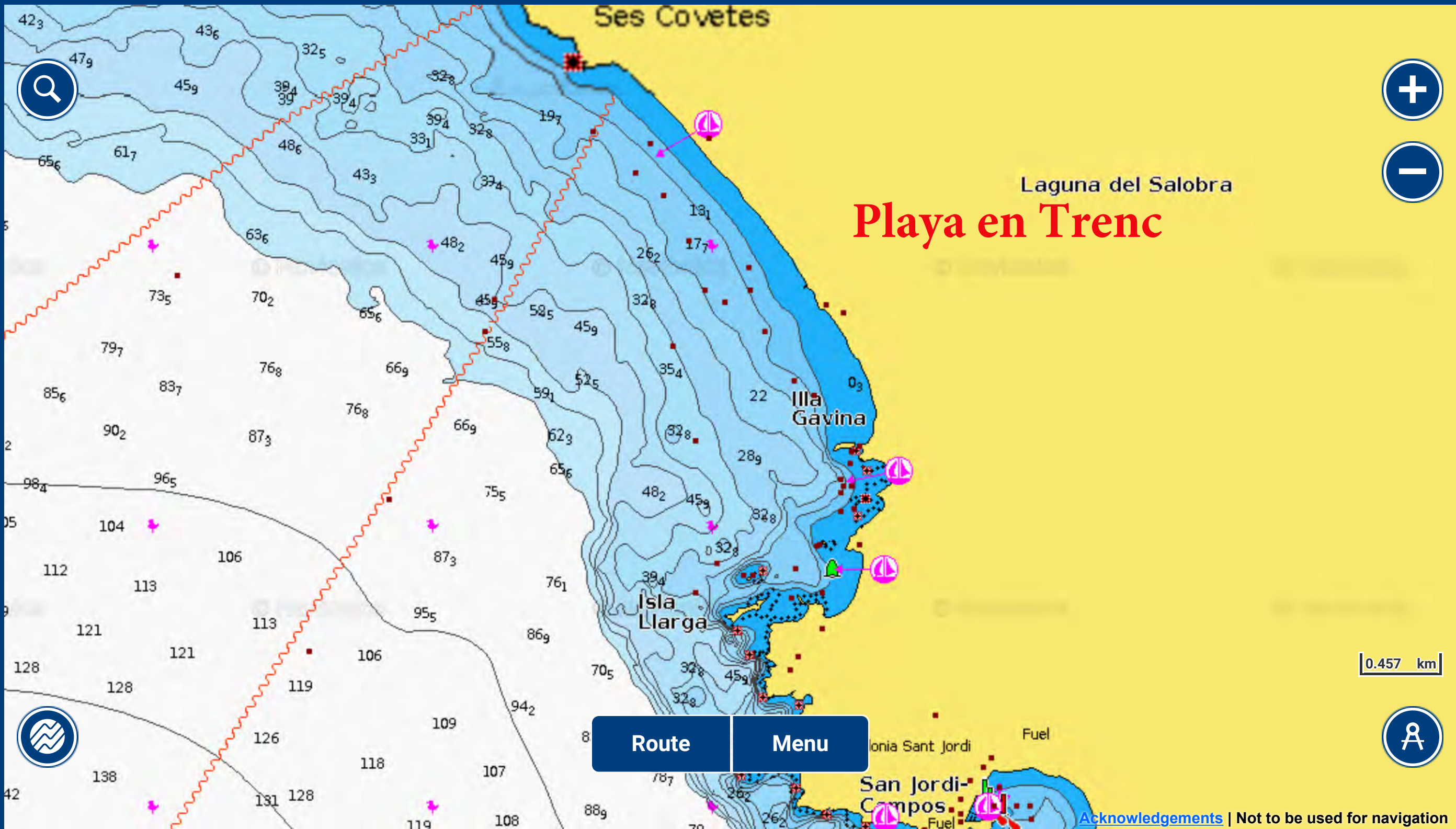
LA Rapita



Route

Menu





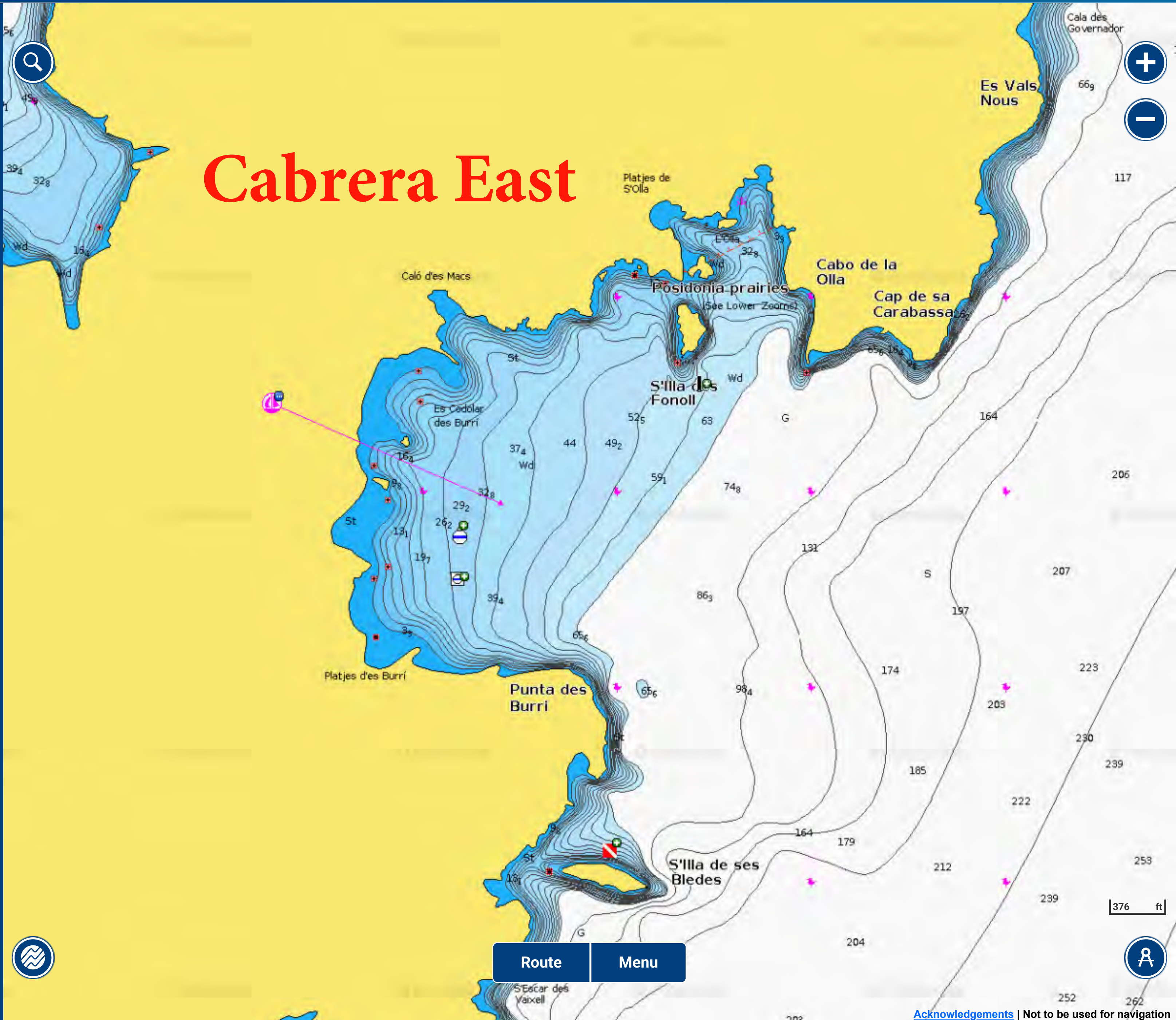
Route

Menu









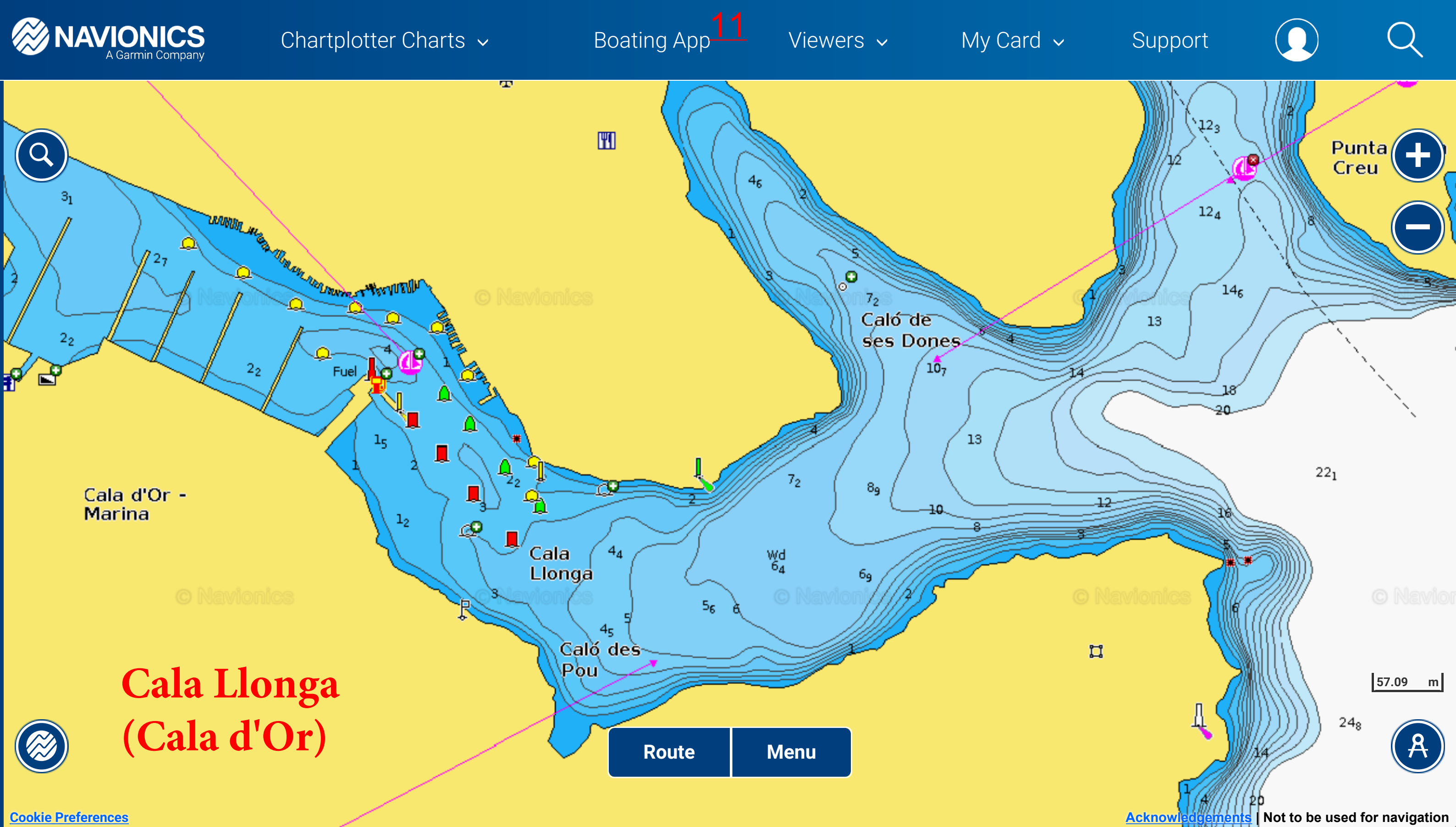
Cabrera East





Route

Menu



Cala d'Or -
Marina

Cala
Llonga

Caló de
ses Dones

Punta
Creu

**Cala Llonga
(Cala d'Or)**

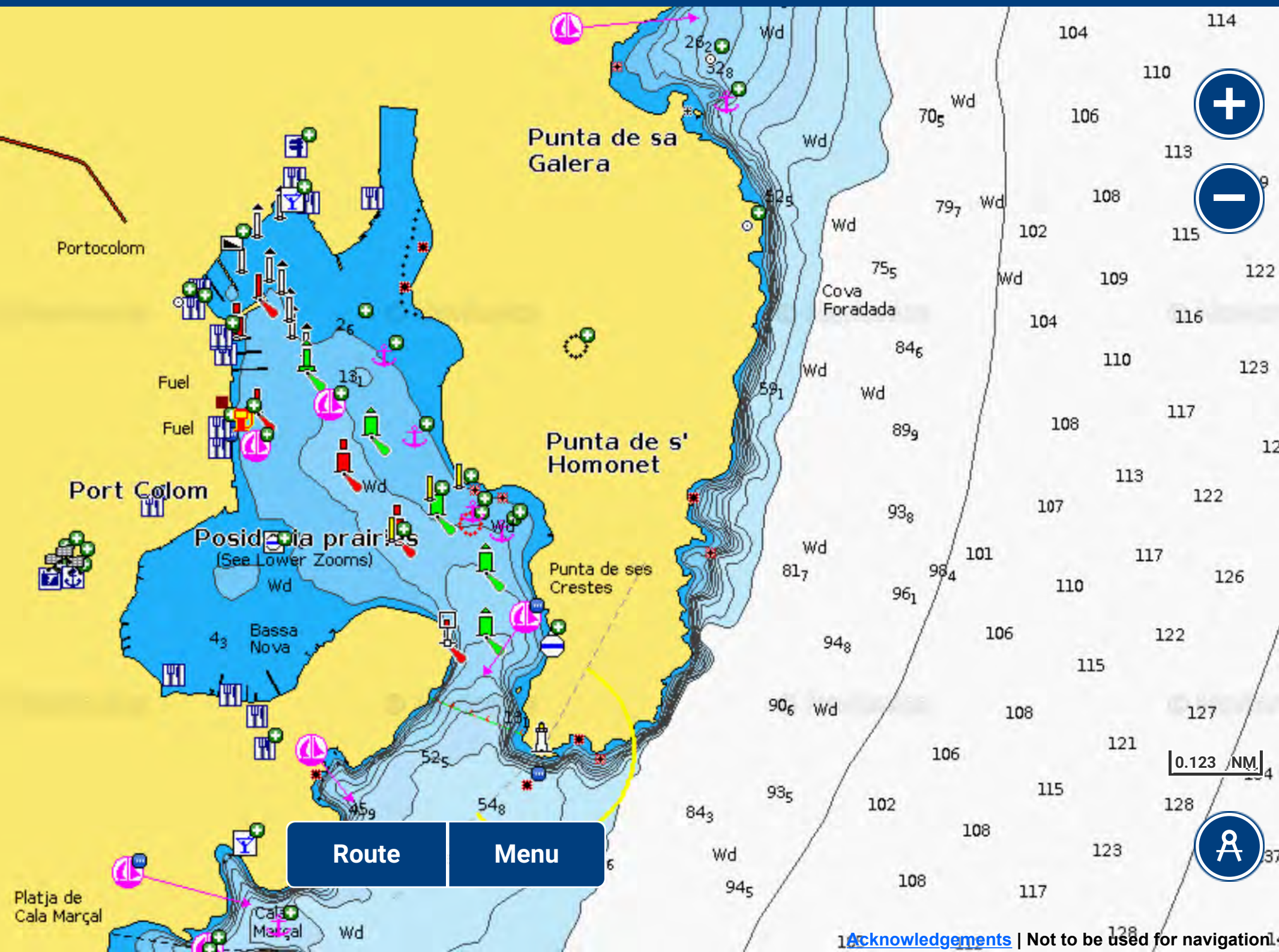
Route

Menu

57.09 m



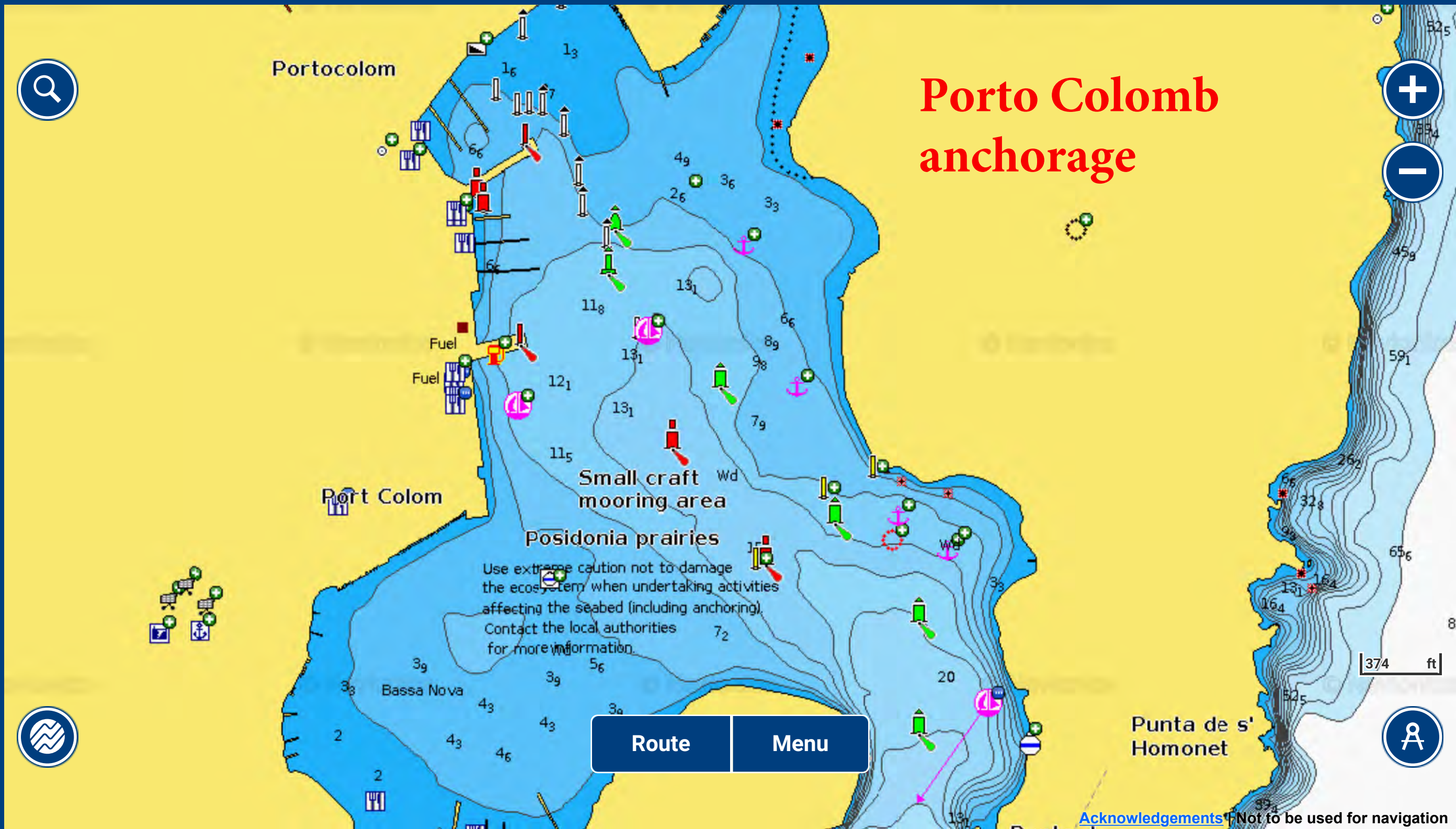
Porto Colomb

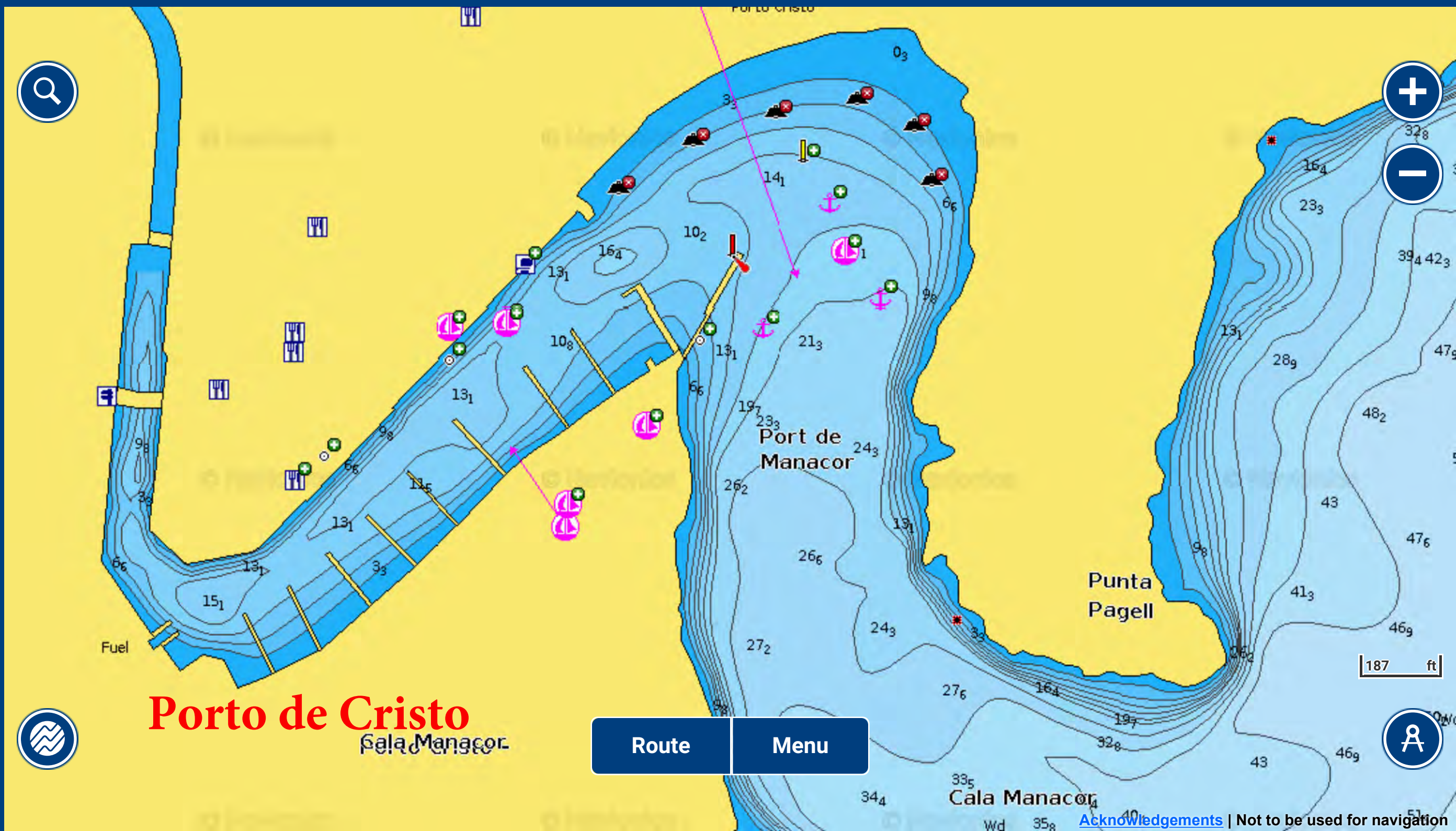


Route

Menu







Cala Ratjada



Cala Rajada

Cala Ratjada

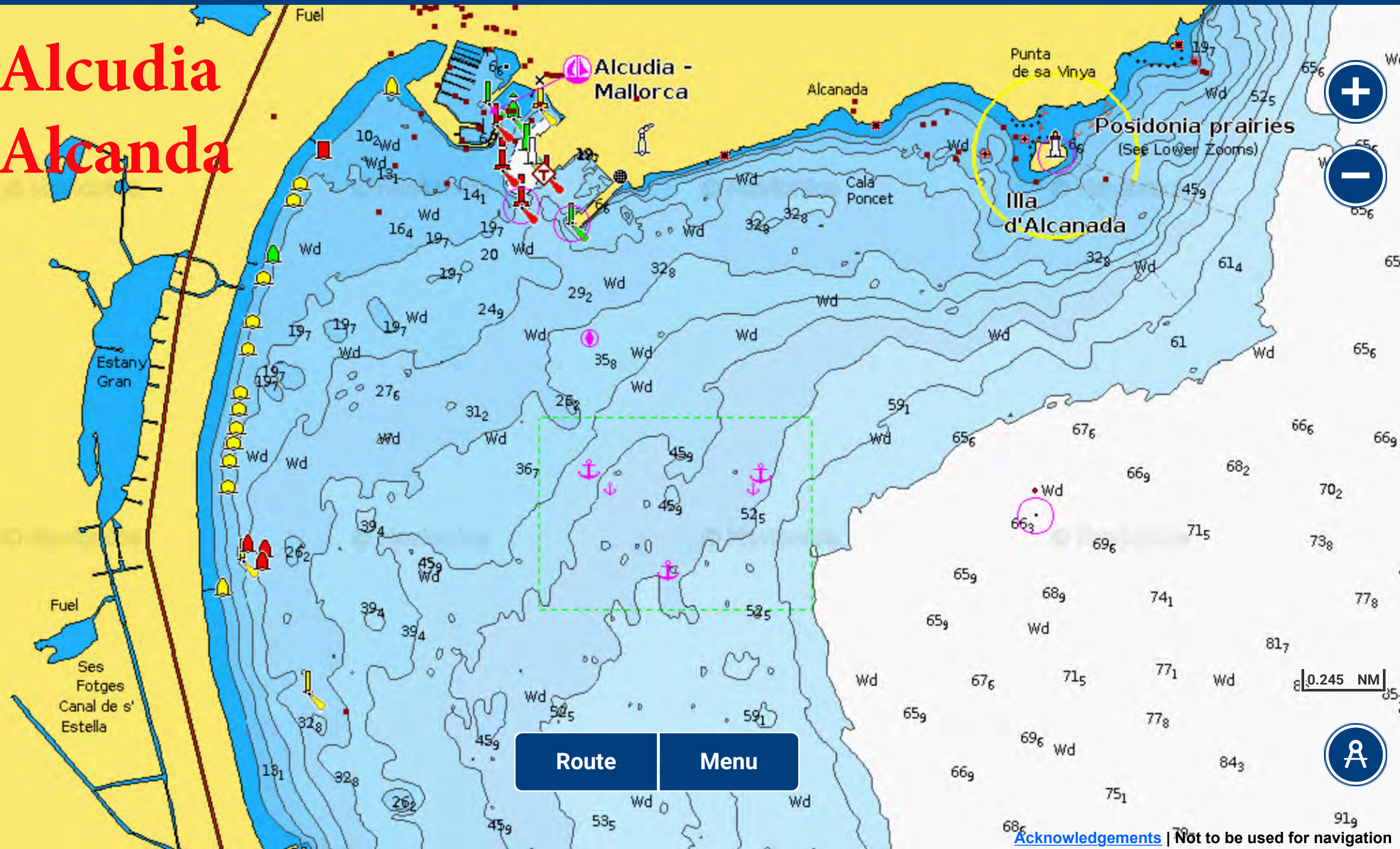
Cala Ratjada

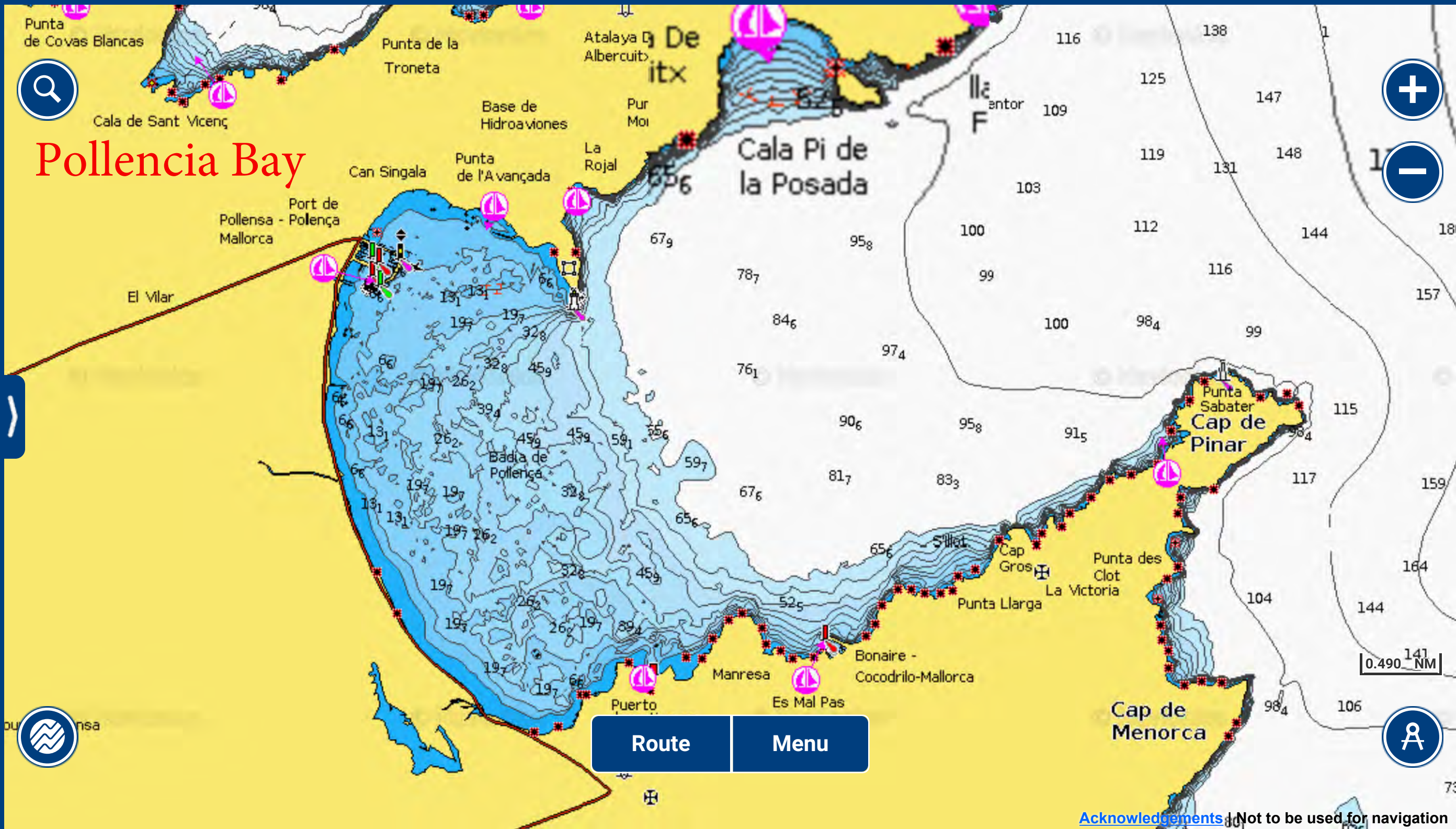
Fuel

Route Menu

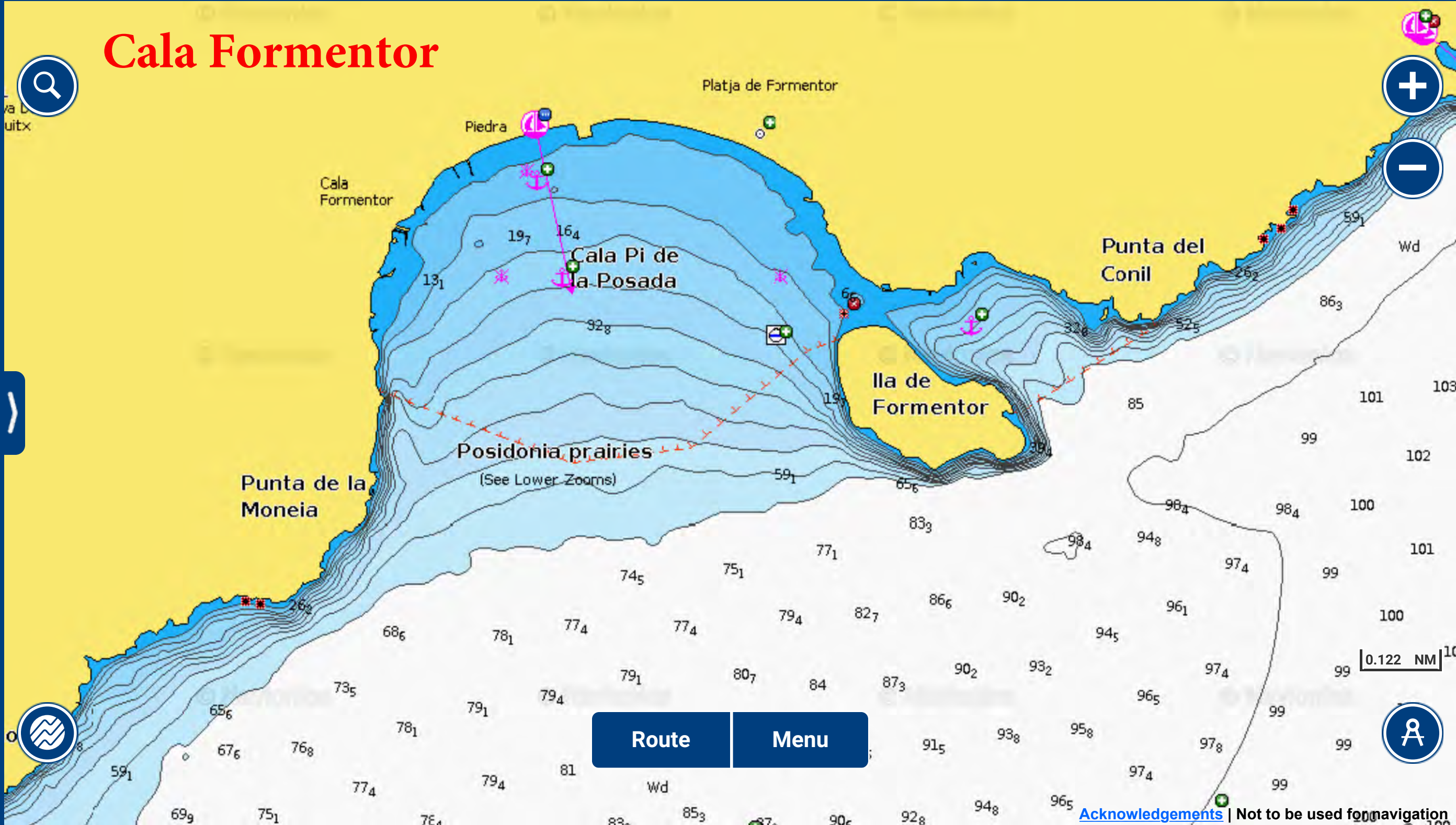
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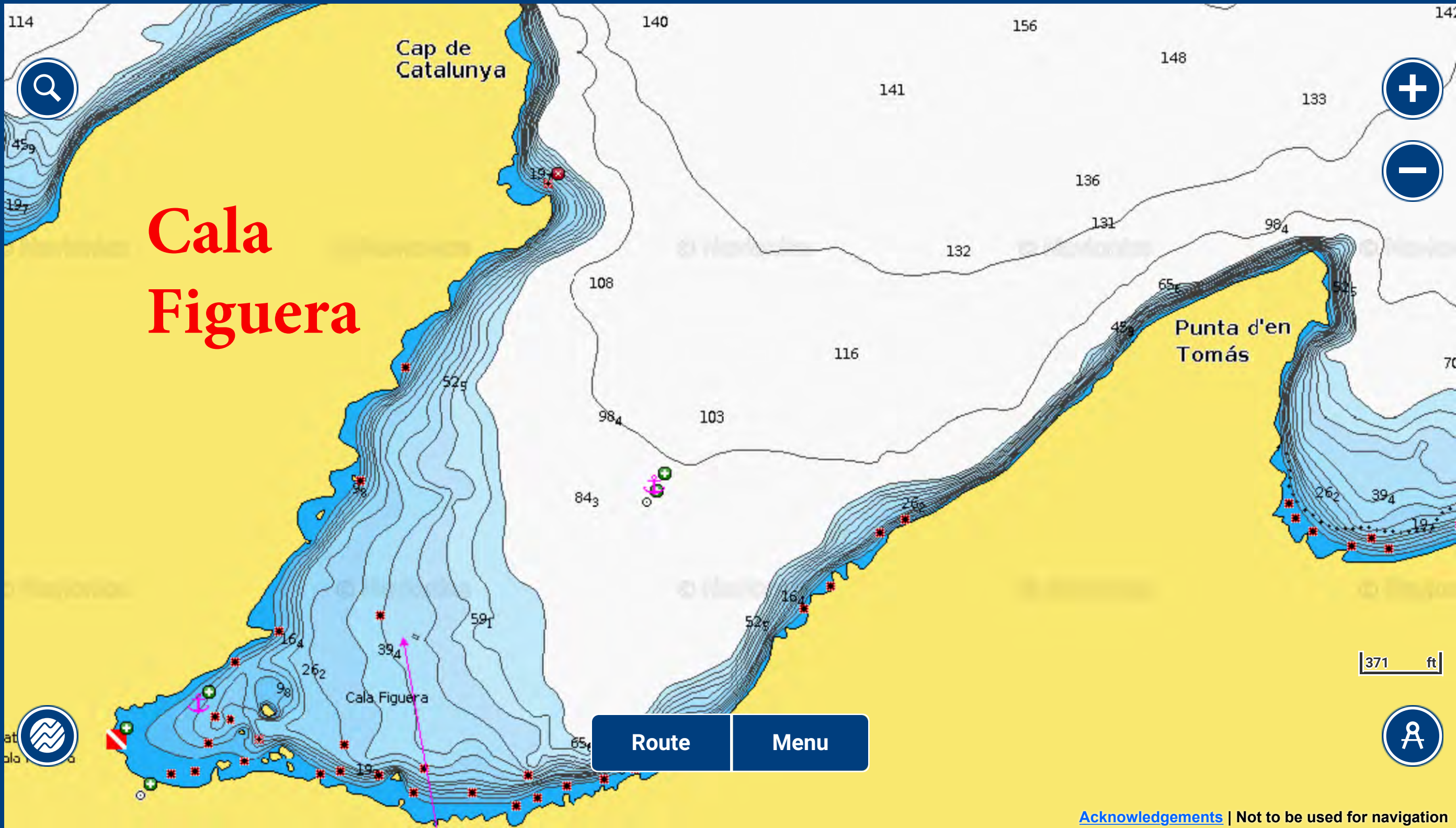
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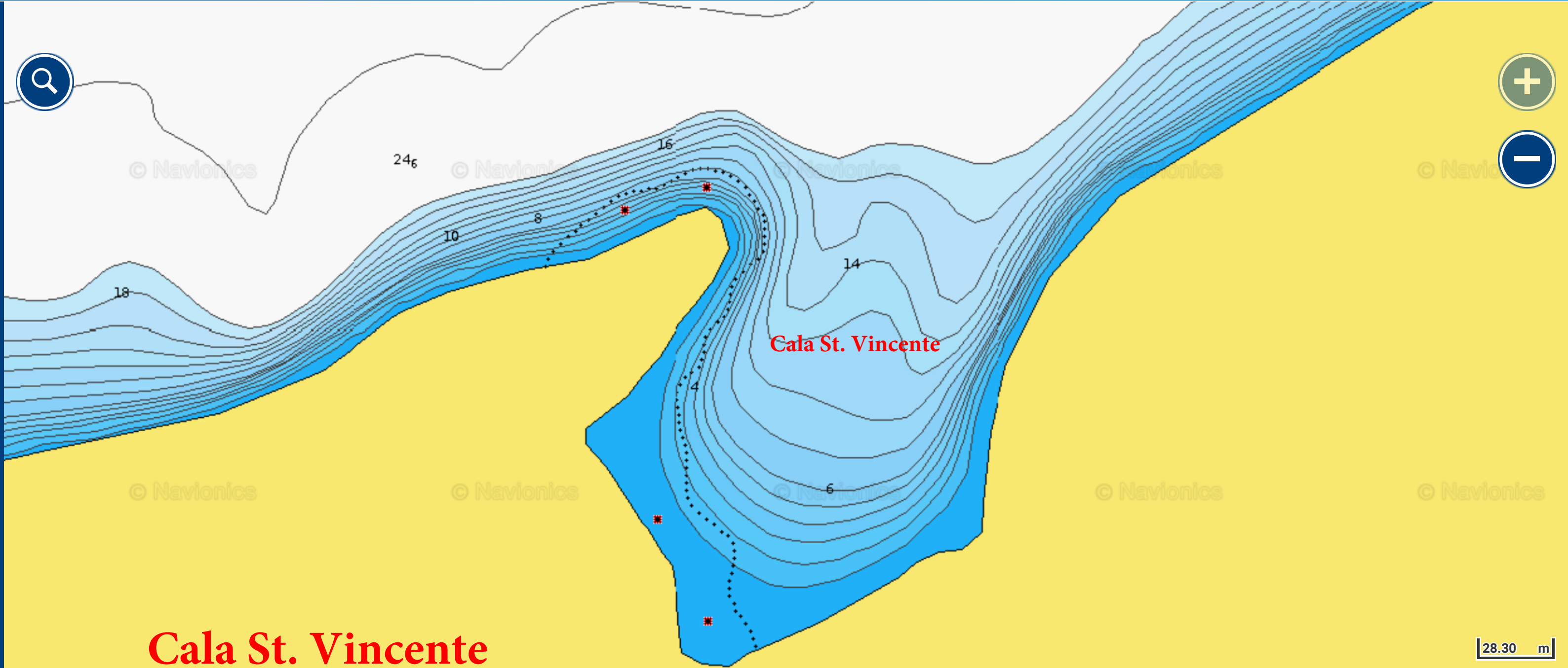




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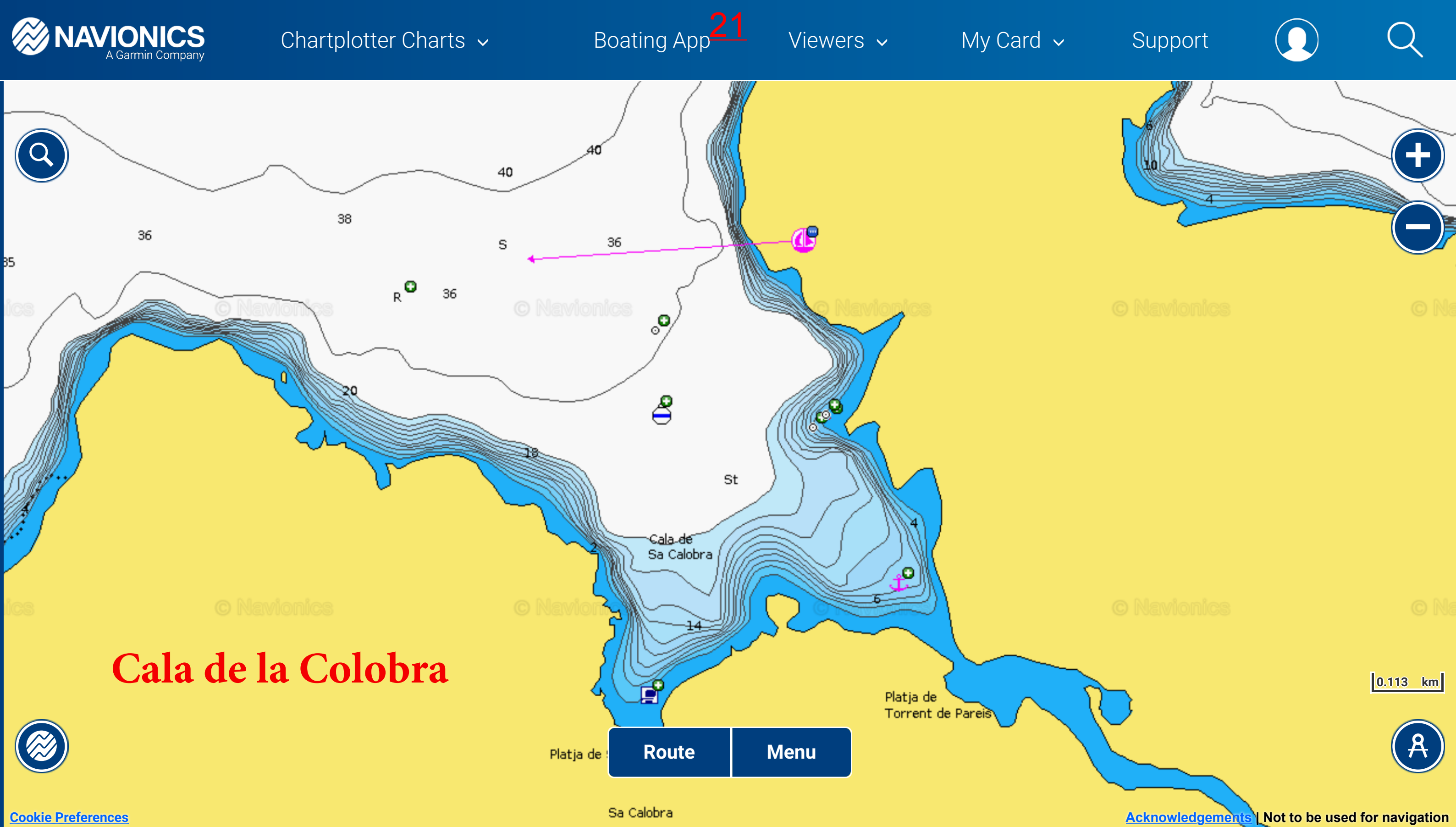
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Route Menu

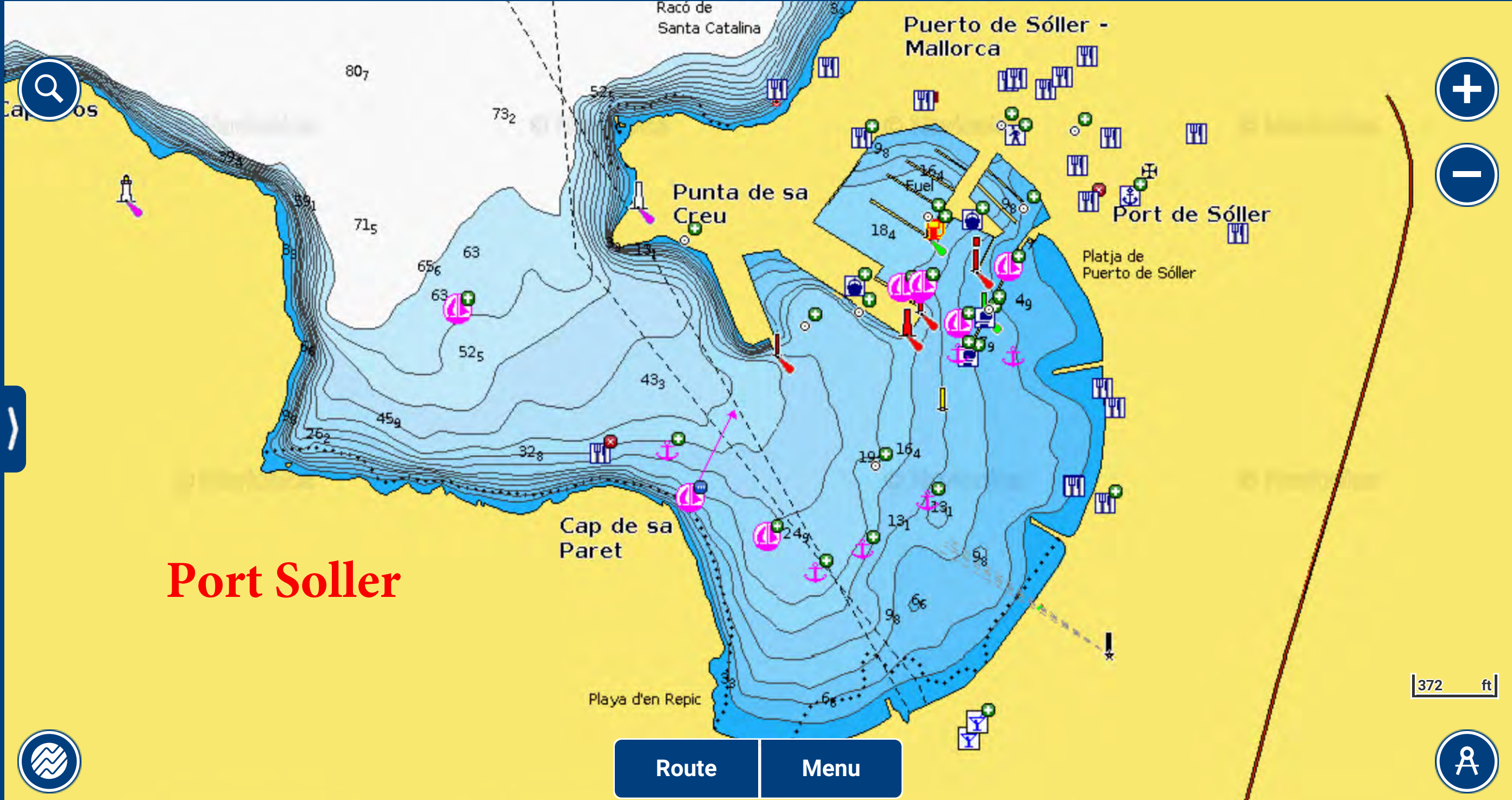


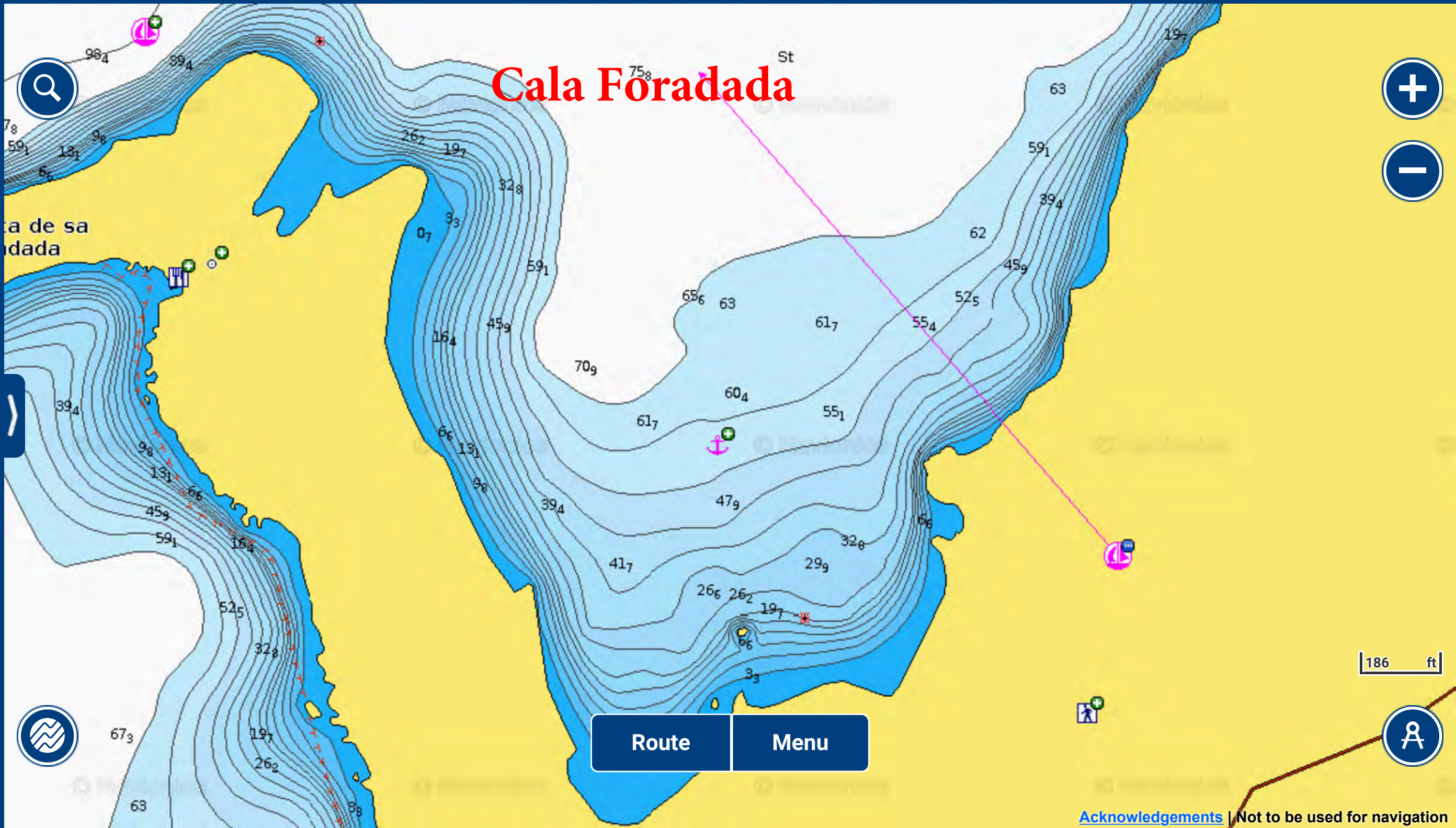


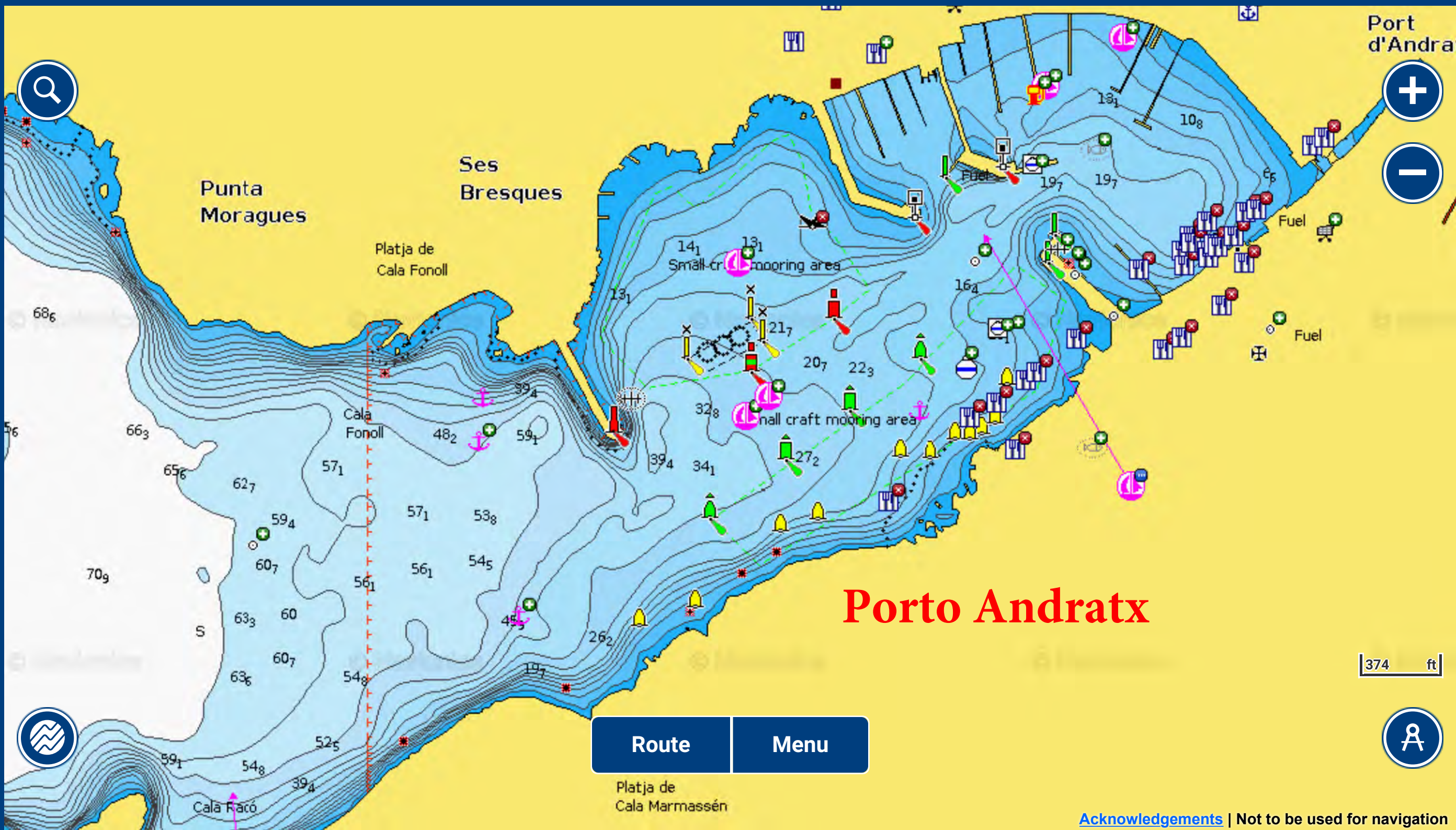
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Route

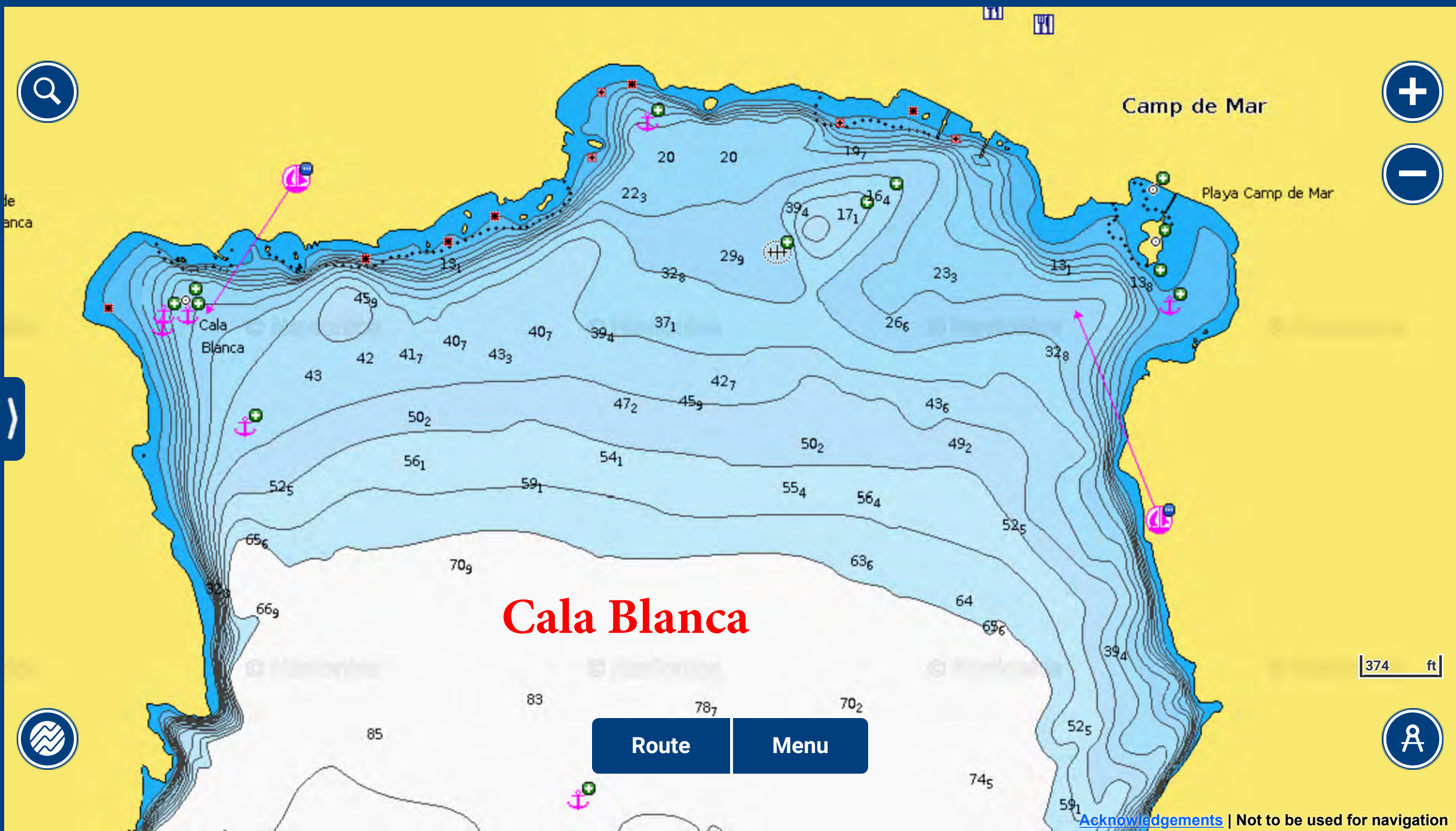
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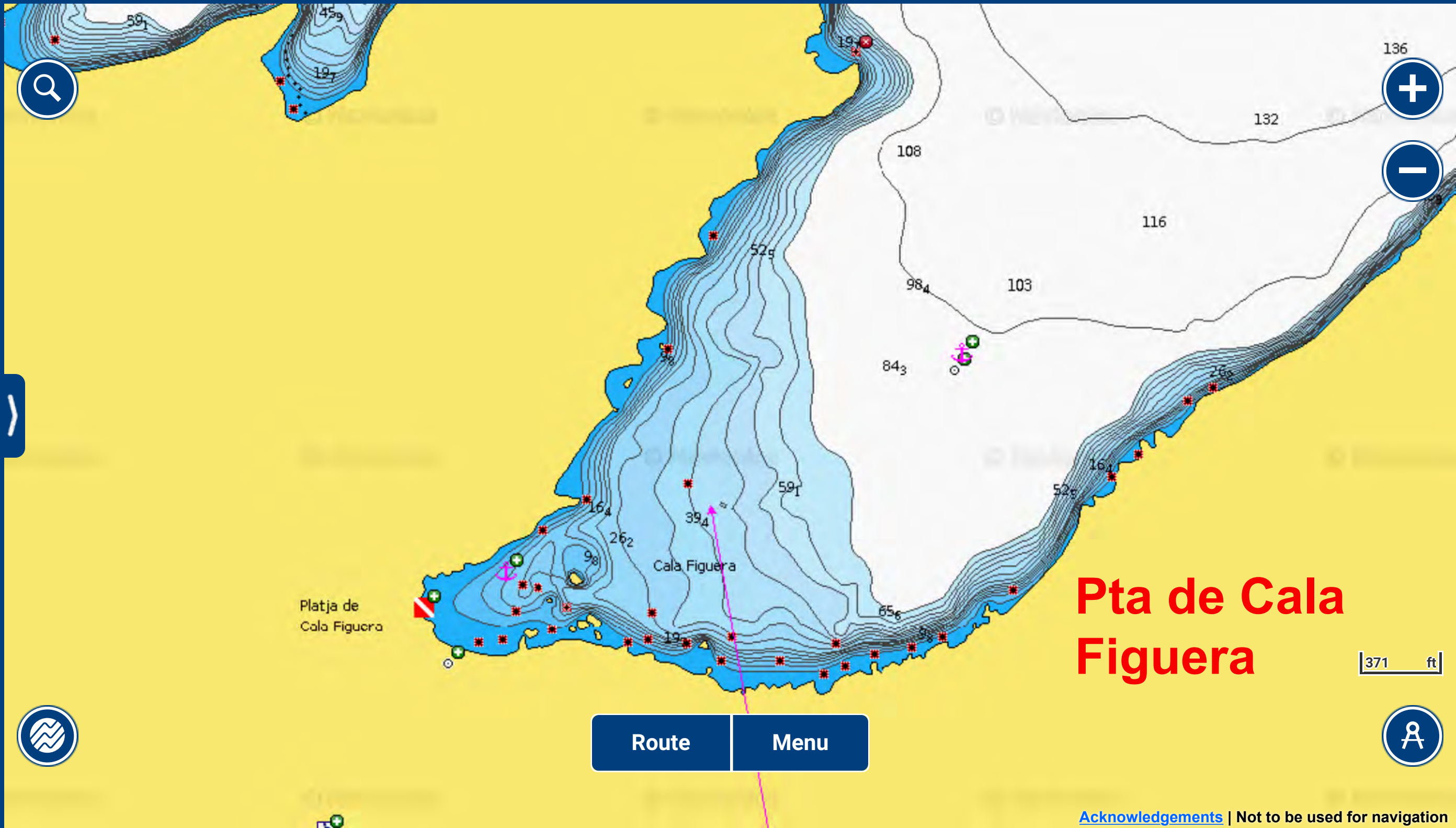


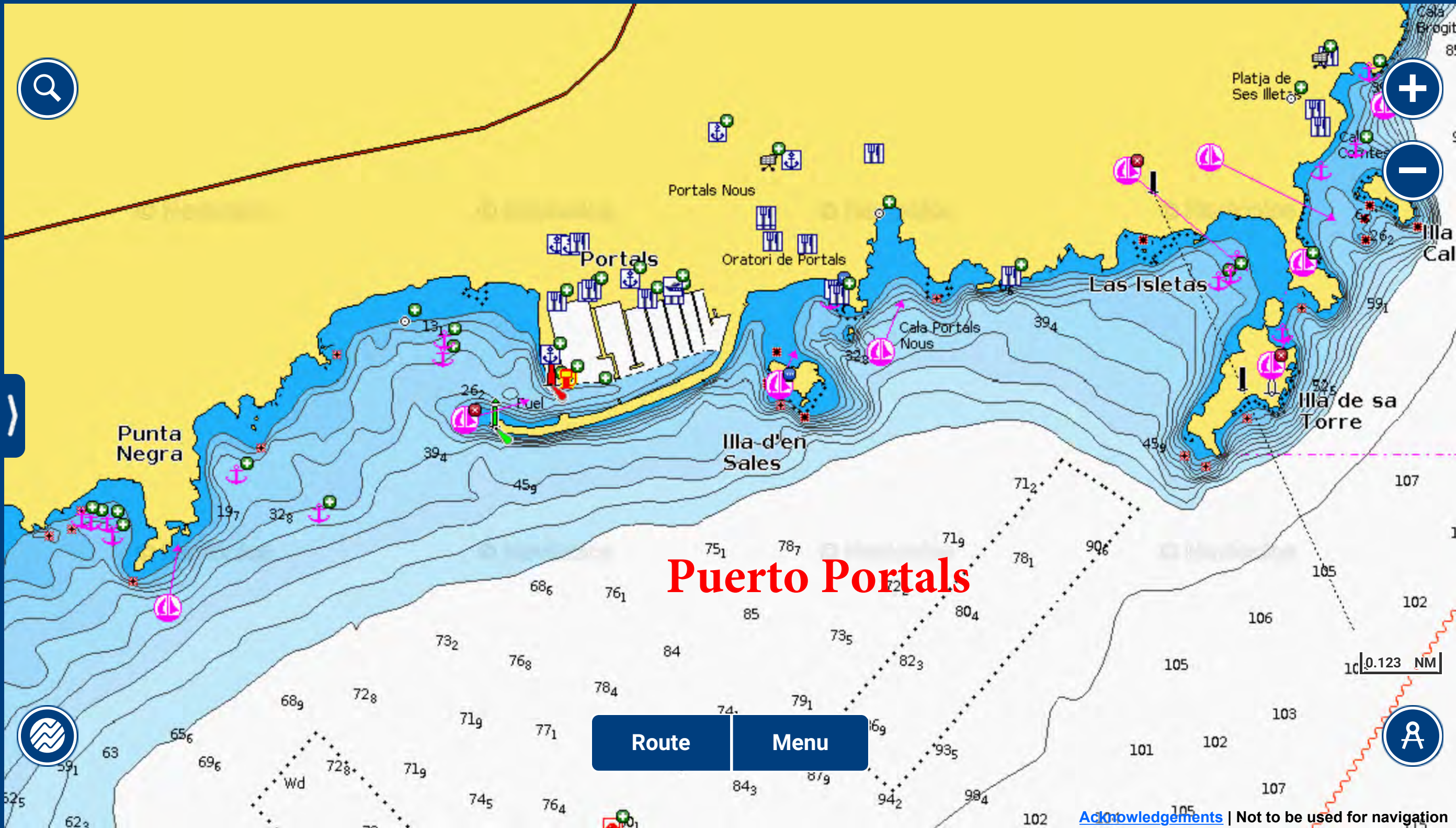


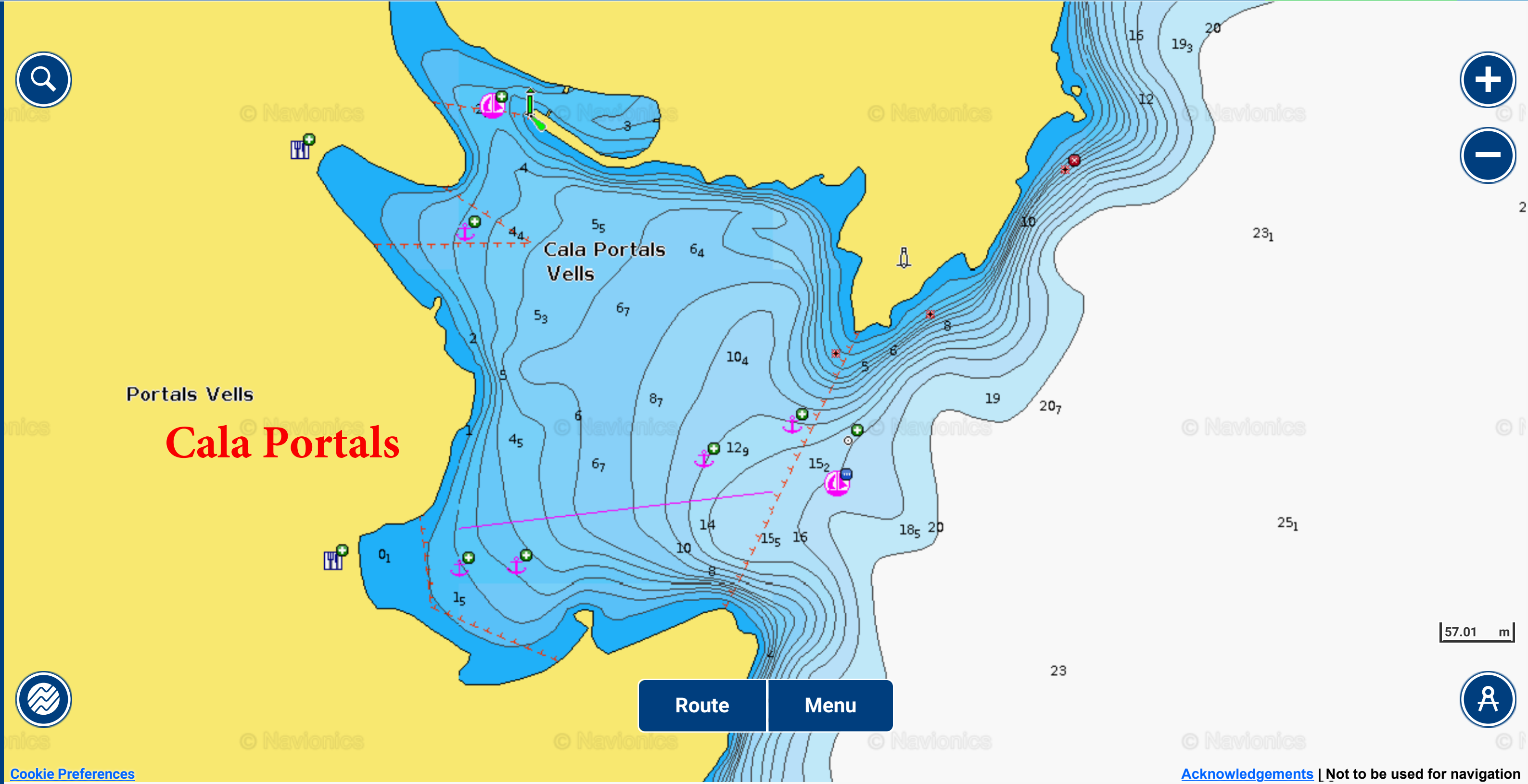


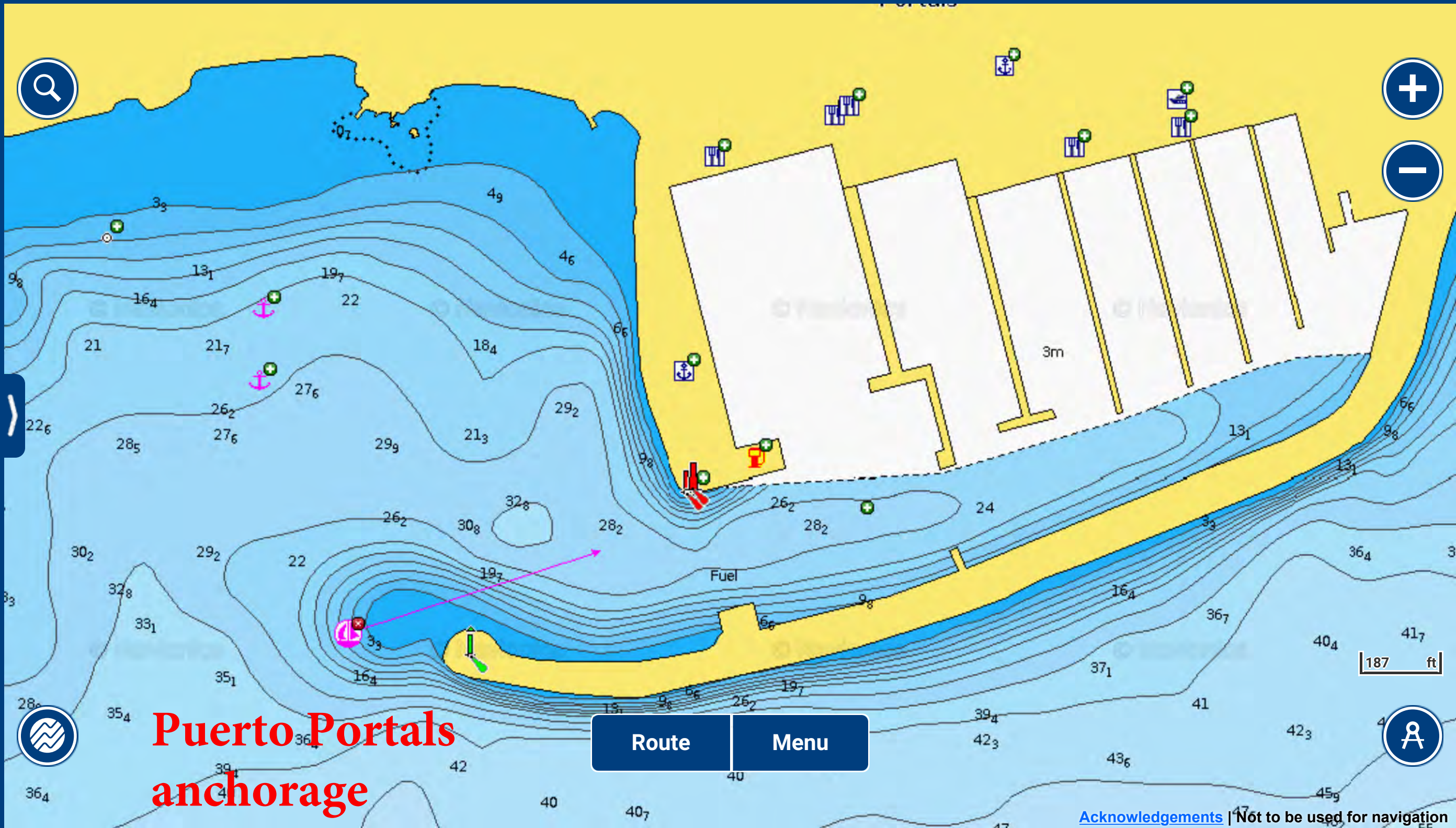
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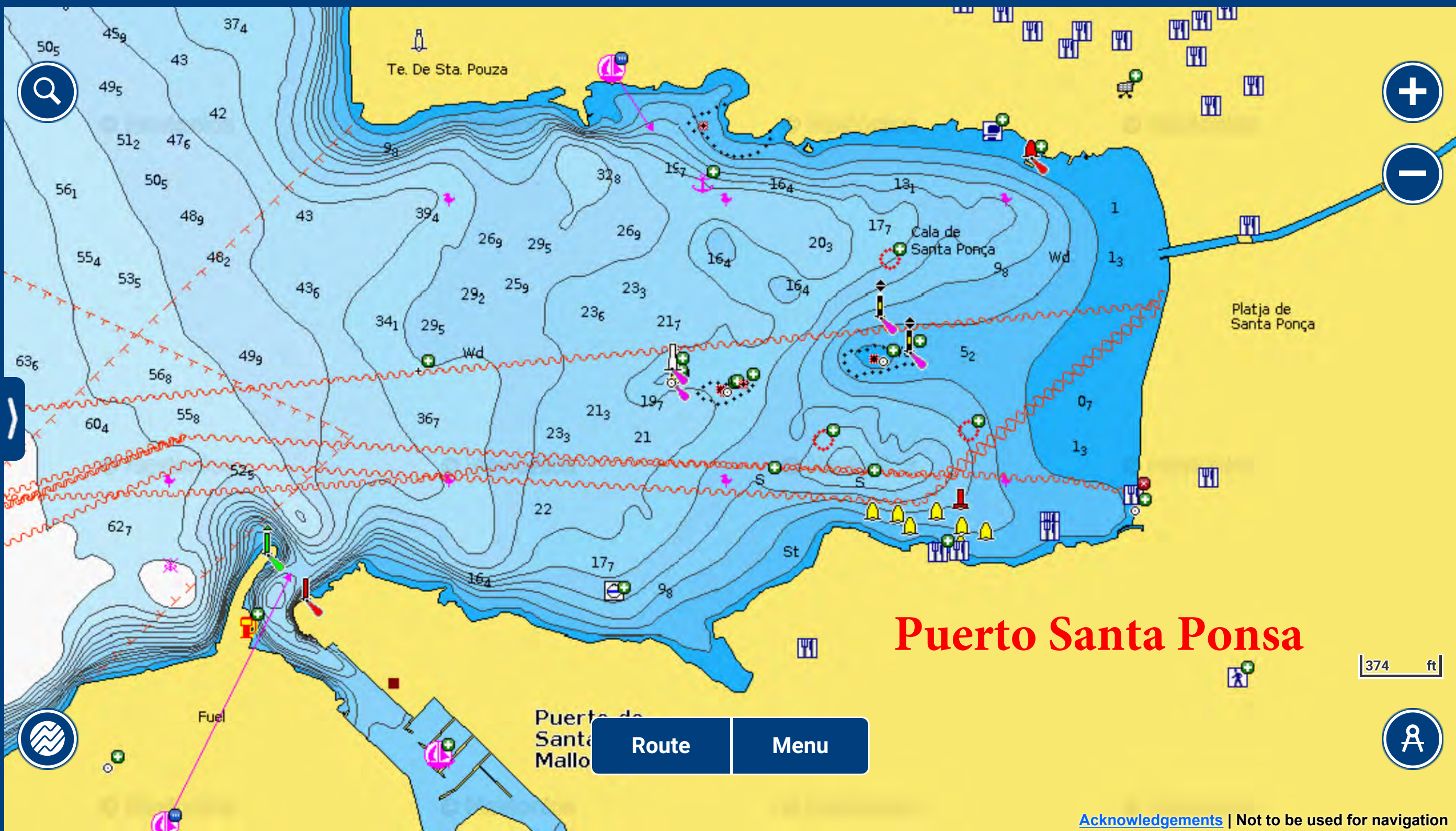










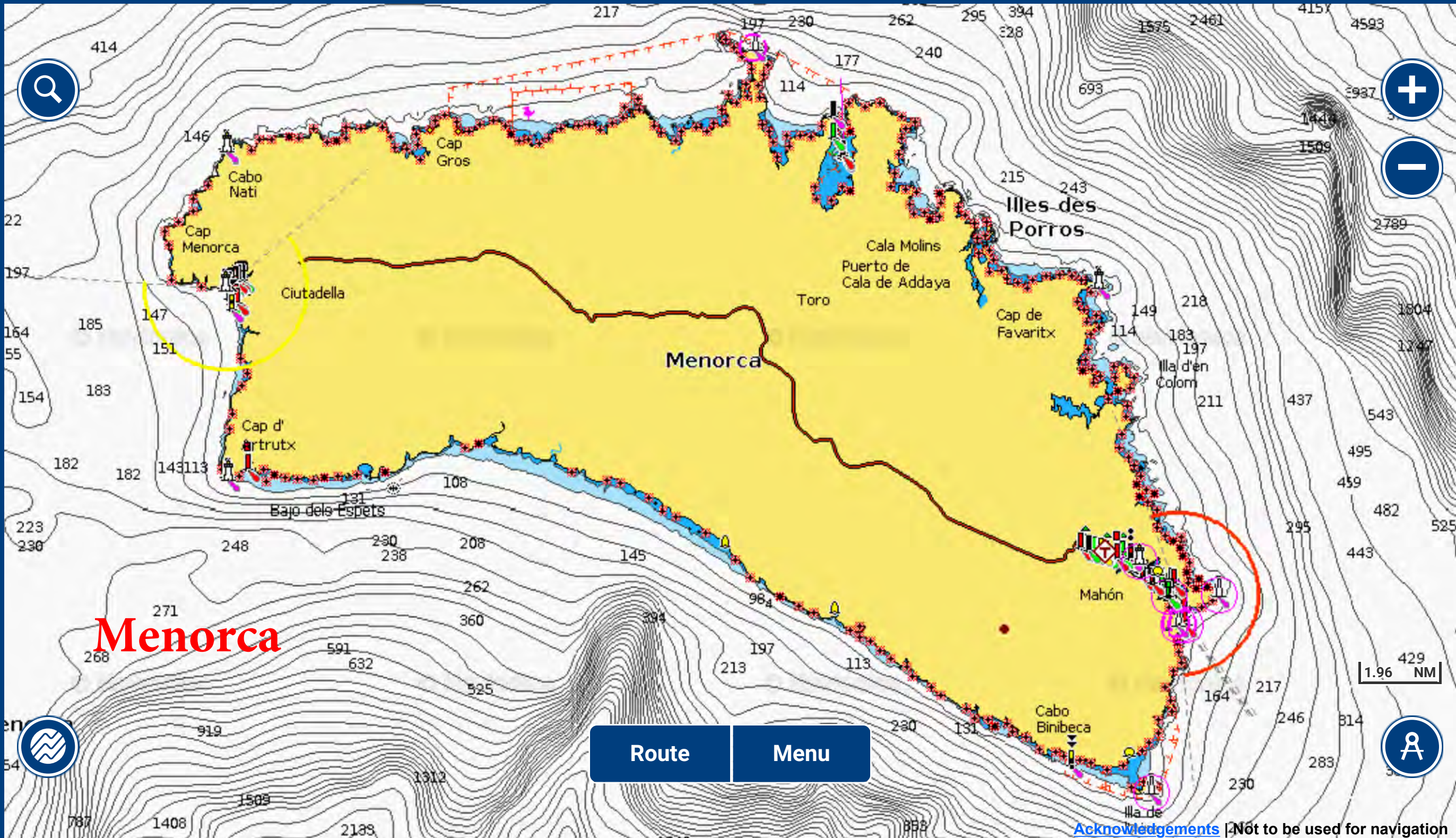


Puerto Santa Ponsa

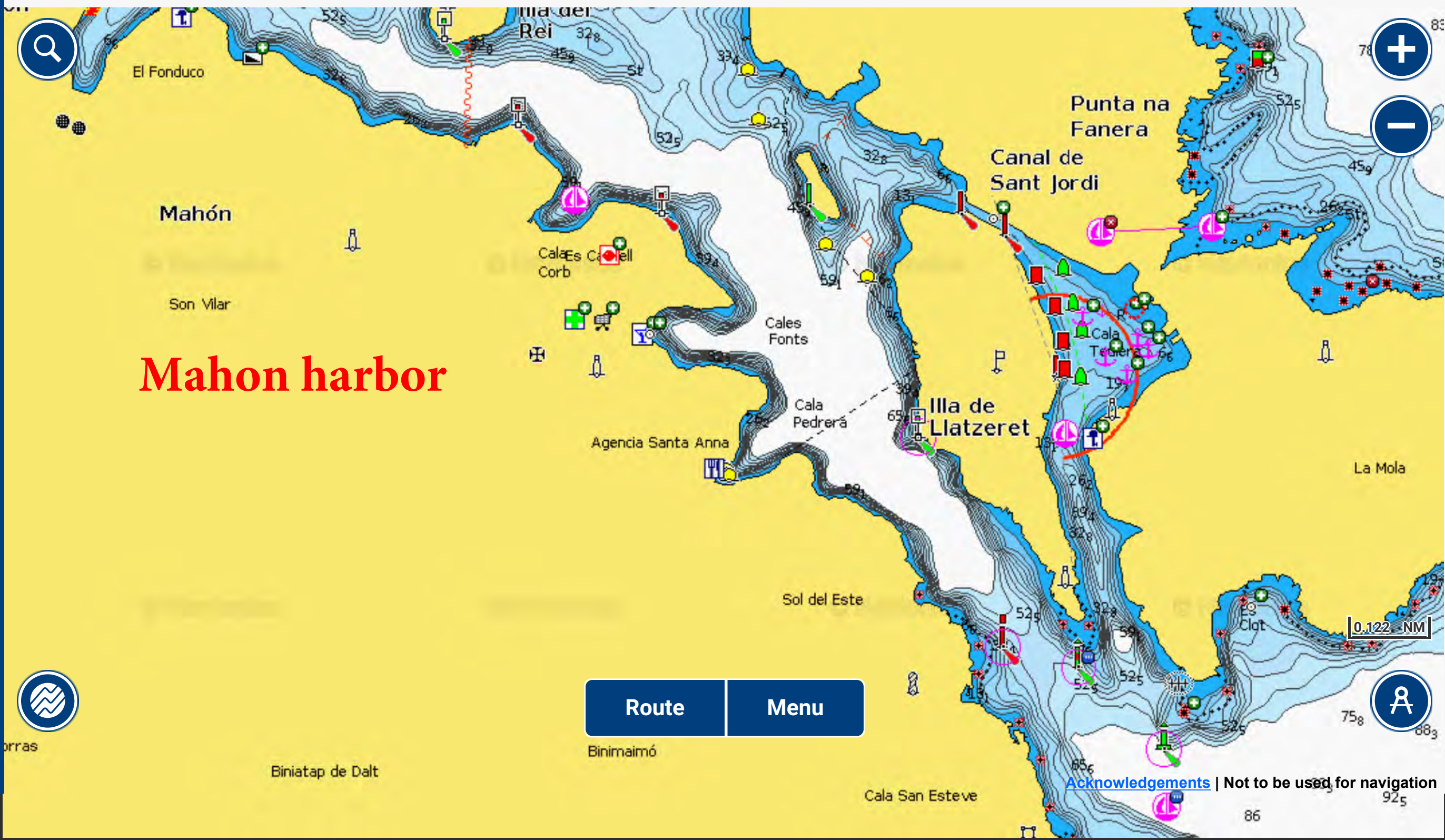
374 ft

Route

Menu



Mahon harbor





Mahon Inner Harbor

[Route](#)[Menu](#)[Acknowledgements](#) | Not to be used for navigation

Appendix 1 – List of What to Bring

7.1 Charter Boat Supplements

1. CCA Burgee or Member Aboard Flag
2. Inverter. Bring along a cigarette lighter cord 12v >110v inverter (West Marine \$35) and a small extension cord with an octopus outlet to charge all your cell phones, iPads, computers.
3. While boats will have chart plotters, they may be small and only at the interior nav station. Consider bringing an iPad that has connectivity (to pick up GPS) loaded with Navionics Charts. (Tip: rather than purchase the iPad version for, buy the cheaper iPhone version and hit the 2x button on your iPad. It will refresh much faster, give you the same information and a copy will be in your pocket for bar conversation). This iPad can also serve as your WIFI hot spot (see communications)
4. Portable VHF
5. Boats will have bed linens and towels but often just the basics. Either stipulate more linens or consider bringing extra bathing towels, tea towels, face cloths, bathmat for foot of companionway.
6. 210 v to 110 v plug – to tap shore power into multi-voltage transformers such as on most laptops. These are readily available locally for a few euros.
7. PVC Electric Tape, multipurpose tool, crescent wrench, pliers, screw drivers, wire ties.
8. Personal flash lights
9. Binoculars – Boats will all have them but you might do better
10. Extra Masks, Fins – There may be one pair aboard
11. Garden work gloves for handling dirty lazy lines.
12. Padlock and 12' wire to lock dinghy
13. Portable speaker
14. Back Pack

7.2 Clothing

1. Light coastal foul weather gear - temperatures will generally be pleasant. Boots and bibs not necessary.
2. Sturdy Shoes
3. Aqua Socks – Beaches are often gravel and hard on the feet. When anchor mooring the rocks can be sharp. These swimming shoes are readily available in convenience stores in Greece.
4. Optional blazer for closing party at Real Club Nautico de Palma

7.3 Other

1. Epi-pen if allergic to wasps – wasps seem to come and go. They were bad in the Ionian.
2. Mosquito repellent and coils – similar story. Occasional problem but nothing like spots on the US coast.

8.0 Appendix 2 – Stern-to mooring guide

Stern-to mooring is a bit of an art, but if you follow some basic rules it usually ends in success!

The aim is to reverse the boat into a space on a town quay or pontoon with the anchor laid out in front of the boat and then have the boat secured to the quayside or pontoon with two stern lines.

Lazy Lines

The first thing to establish is if the quay you are parking on has lazy lines or not. If there are lazy lines you will see thin ropes appearing out of the water tied onto the quay at regular intervals. These ropes are attached to thicker ropes under the water and in turn are attached to a block of concrete or an anchor.

If there are lazy lines, then you must not use your anchor as it may get caught on the concrete block/anchor and cause problems.

See below for mooring-up using lazy lines.

Preparation is key

Good preparation and a clear strategy are critical to the success of stern-to mooring. All crew members should be clear on their roles and what the plan is! Back seat drivers are not very helpful in these situations!

1. As you approach the harbour, you will need to do the following in good time:
 1. Put all fenders out (3 on each side), so that the top of the fender just sits below the toe rail.
 2. Move the tender to the front of the boat and tie off on a cleat. Make sure the tender has enough scope to drift well-clear of where the anchor will drop down (or the anchor will go through the bottom of it!). If you have a bow thruster, ensure that the line is not going to be sucked into it.
 3. Turn the electric windlass on (at the control panel) and prepare the anchor for dropping (move it forwards so it is just about dangling off the front of the boat). Have the windlass hand control at the ready, and well-clear of the anchor/windlass motor.
 4. Make sure the anchor locker hatch is tied back so that it does not fall on the operator.
 5. Prepare two stern lines, attached to the stern cleats and fed up around the pushpit and into the cockpit coiled ready for throwing. Make sure no ropes of any description are dangling in the water or this could foul your prop, just when you need it most! Ensure the lines will be long enough to reach the dock and back when you are 2+ metres from the dock. The custom is to wrap a line around a bollard and pass the end back to the boat.
 6. Remove the stern cockpit safety lines and lower the transom ladder (if it sits vertically), leaving a clear passage for jumping/stepping from the cockpit to shore.

It is best to do all this in plenty of time before you arrive in the harbour so you can then focus on finding a space and keeping your eyes open for other boats etc.

If you are on the helm, then your job should be to purely stay on the helm and let your crew do the preparations. Do not leave the helm at any time when in the harbour.

- 1 You will need one person up at the anchor and a minimum of one in the cockpit (on the helm). If you have additional crew members, then one can be ready to throw the stern lines and one could stand on the side of the boat ready to help fend off against neighbouring boats.
- 2 Approach the space bow first, very slowly, and check depths. You are especially looking for anything close to the quayside (i.e. rocks or underwater cement ballast) which will foul the rudder (the deepest bit of the boat close to the quay). The person on the bow can report back anything that looks worrying!
- 3 Turn away from the quay (or reverse if the space is restricted) and head straight out keeping the stern of the boat square with the space. Slowly, slowly, slowly! When you are at least 5 boat lengths from the quay, and assuming you are still pretty square-on to the space, you will need to slow the boat down (bit of reverse) and then when stopped, give it more power to get the boat moving backwards. You can tell when you are actually moving backwards by the tender drifting out to the front of the boat. In this period of transition, you will have very little directional control. Do not panic, but keep the reverse power on until you get steerage back. When the boat is moving backwards, drop the power to a bit above idle and correct your direction. The wheel will try and kick from side to side, so keep a firm grip on it.
- 4 Look at the anchors from neighbouring boats. You want to position your anchor in between their anchors, and not cross over them. If a boat is badly moored, you may have no choice but to drop yours over theirs (see clearing crossed anchors below).
- 5 By now you should be moving slowly backwards about 4 boat lengths perpendicular to the quay, with the stern of the boat aiming for the space. Pick out a feature on the quay (a bollard or a lamp post etc.) and keep focused on that as your target.
- 6 When you are at least 3 boat lengths off the quay you need to release the anchor. The best way is to release it manually and not using the electric windlass. The reason for this is so the anchor falls quicker and digs into the sea bottom better. Release enough anchor chain so that it hits the bottom and then when the anchor chain starts to stretch out (i.e. becomes tighter) release another 10 metres or so and then stop it again until the chain starts to stretch again. It is very important not to slow the boat mid mooring-up procedure with the anchor chain becoming too tight. If you stop the boat it will be very difficult to get it moving again in a straight line and you may have to abort and start over. **KEEP THE BOAT MOVING!**

- 7 Keep releasing more anchor rode until the boat is about 1 meter from the quay. Ideally the anchor should be fairly slack at this point, otherwise as you reduce engine power the weight of the chain will start to pull the boat out again! So, you are 1 meter off the quay, you have a fairly slack anchor, the engine is just idling in reverse or neutral to maintain the gap. If you are short-handed, then the person at the bow now needs to move fairly quickly to the stern and grab THE UPWIND stern line and either jump ashore or throw it to a willing passer-by (usual practice). You must attach the upwind stern line first. Get it wrapped around a ring, bollard, lamp post or whatever you can find quickly to just secure the boat. You still must not leave the helm at this point as you are needed to maintain the gap using engine power with little continuous blips of forward, reverse etc. No big power surges please or you will either hit the quay or pull your crew into the sea...
- 8 If you are throwing the rope to a willing helper, make sure it reaches them. Do not throw it too early and make sure it is not going to be restricted by anything on the pushpit (GPS aerial, life buoys, outboard engines etc.) Check all this before you start the procedure.
- 9 You cannot secure the boat by simply holding the mooring rope. You can only secure it by wrapping it around something to give extra friction. Once you have the UPWIND mooring rope secure, the downwind rope can be secured in similar fashion. You want the stern lines to come out an angle from the boat, and not straight back, as this will not stop the boat from moving from side to side. You may need to be a bit creative at times, as mooring rings and bollards are not always located in the most convenient places!
- 10 It is normal practice to pass the other end of the mooring rope back to the boat and tie off on the same cleat. This is known as “doubled up”, and is a benefit when it comes time to leave.
- 11 Once you have both stern lines attached securely and doubled up back to the boat, you can tighten up the anchor chain. Still the helmsman should be maintaining the gap with engine power, or just leave slightly in forward gear so it is pulling against the two stern lines. Using the electric windlass, wind in the anchor chain, until it rides up out of the water and becomes tight. Do not strain the motor too much, but it should be clear if the anchor is holding or not. The chain should be fairly tight and heading off the bow of the boat at a nice shallow angle. If it is entering the water at a steep angle then either it is too slack still, or the anchor is too close in! It may take a while for the anchor chain to tighten

up if the anchor is being dragged in – keep going in bursts until it holds. If it just keeps on coming in then you will need to do the whole procedure again.

- 12 You want to aim to get as much anchor chain out there as possible. You cannot have too much out, but you can have too little. Each boat has a minimum of 50m of chain on board. If you have dropped it too early and you do not have enough to get back to the quay, then you need to start again.
- 13 If there is a crosswind, then you will need to position the boat slightly upwind of the space as you might be blown downwind during the procedure. A slightly faster speed may be required if it is very windy to keep directional control.
- 14 Done – open a beer and chill out!

Some tips:

1. Create some hand signals so that you can communicate with the person on the bow with regards to dropping the anchor, and when to stop dropping it when you are close to the quay. Shouting instructions is not ideal as it can be unclear, plus you will look totally in control...!
2. If it is windy, try and select a space where you can avoid cross winds, i.e. stern into wind or bow into wind.
3. The boats have a little bit of “prop walk” when they are put into reverse. This means that the rear of the boat will initially steer itself either to right or left (depending on boat). Work out which way your boat “walks” in the safety of the open sea, and then allow for this when starting your reversing. For example, you may want to initially have the stern pointing to right if it walks to the left. Then as you engage reverse it will naturally straighten up.
4. Slowly, slowly, slowly. Keep calm. If it is not going well, then abort and try again. In particular, if you lose direction and are way off track, then abort and start again. Personally, I start my reversing procedure a long, long way off the quay, so you have loads of time to get it lined up properly and counteract any prop walk.
5. In some places, a taverna owner may come out and assist. Listen to their advice and follow their instructions.
6. Upwind mooring rope attached first!
7. As much anchor chain out as possible!

Lazy Lines

When mooring-up using lazy lines, you do all the same preparation, apart from preparing the anchor. You will not be using it.

Reverse in to the space slowly and square-on. It is usual for the taverna owner, who has run the lazy lines, to come out and assist you. When you are close the quayside, he will pass you the thin rope attached to the quay. Engine in neutral, so you do not foul the lazy line.

You take this rope and hand-over-hand, walk it to the front of the boat whilst pulling up the thick rope attached to the thin rope. It is hard dirty work and work gloves are recommended! When you are at the bow of the boat, keep pulling up the thick rope (it will be wet and maybe muddy!) and get it wrapped around the forward cleat. Keep pulling up until it won't come up any further, and tie off around the cleat. This is effectively your anchor. If you have a bow thruster, drape the thin rope over your stanchions as you bring it forward to ensure the line does not get sucked into the prop.

Whilst the lazy line is being secured to the bow, the stern lines will be attached to the quayside (UPWIND FIRST) as with mooring with an anchor. Secure the stern lines initially with the boat a bit further from the dock than you plan to settle. Once the bow line is made, reverse the boat toward the dock to tighten the bow. Job done!

Getting away from a mooring

Lazy lines

The most important factor here is to remember not to put the engine into gear until the lazy line has sunk to the bottom, or you may cut it with the prop.

1. Release the DOWNWIND stern line first. If doubled up, then you can do this from the cockpit which is much more preferable.
2. With one person on the bow, release the other stern line. The weight of the lazy line will pull the boat away from the quay. Fend off neighbouring boats. Do not engage gear!!!
3. Ensure stern lines are safely in the cockpit and not dangling in the water. When the boat is well -clear of the quay, release the lazy line from the bow cleat and throw clear of the boat into the water. It will sink slowly. When you are sure the lazy line has sunk clear of the keel and prop, then you can engage gear and slowly drive out forwards from the space.
4. Fenders in, tender brought around to the rear of the boat, and away you go!



9.1 Crew List - Skipper / Leader

Update

230825

Boat	Description	Crew List		Cell Phone	Email
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		Tamara	Barto		tamarabarto@mac.com
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Moon Shadow		Sheila	McCurdy		sheilamccurdy@mac.com
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Joulukka		Catherine	Milton	1 617 838 6993	
Joulukka		Stephen	Collins	1 469 774 9749	steve@daveperrymiller.com
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TOTUFO		Kitty	Lansing		

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Maribel		Louis-David	Mangin		
Maribel		Marguerite	Mangin		
Maribel		Caroline	Perrin		
Maribel		Gerard	Chambre		
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Aphrodite		Sally	Cole	425-891-7069	Shcmedina@aol.com
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IKIAGI		Jack	Way		jackhway@hotmail.com
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9.2 Crew List - Surname

Update

230825

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