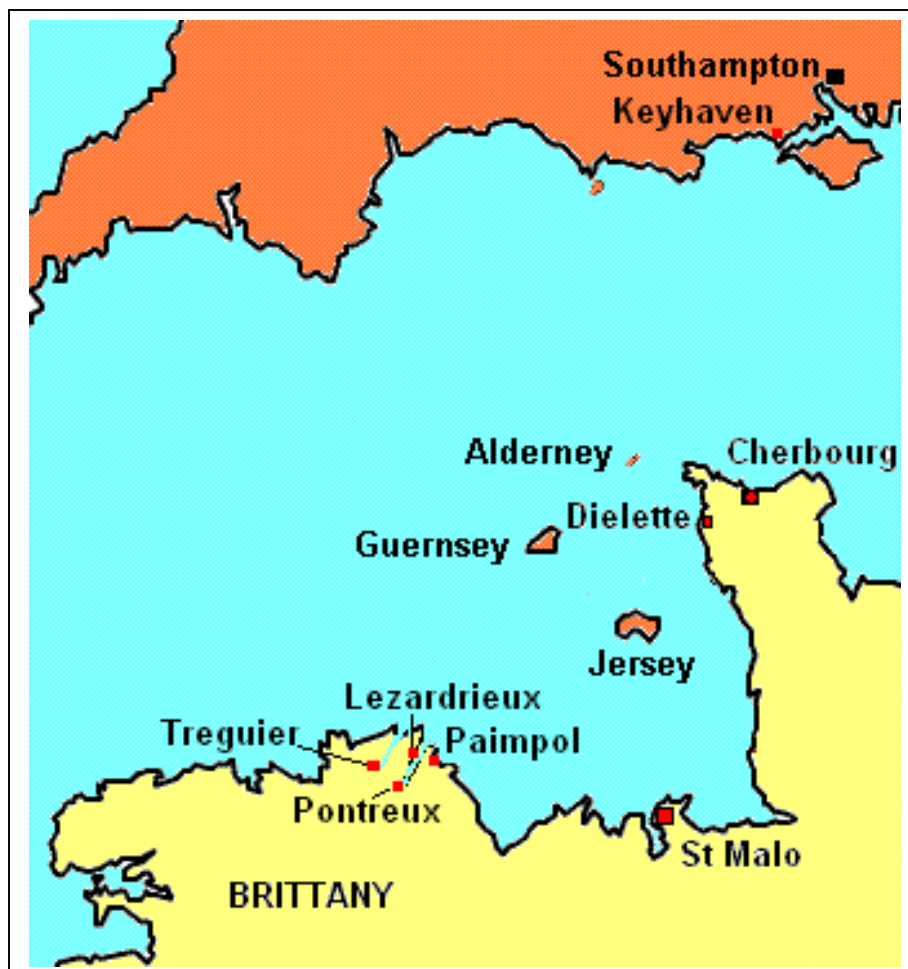


NORTH BRITTANY ON *PAI NAI* 2006



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After various events ie Dave sustaining a leg injury while crewing for a friend in May, me having a frozen shoulder and my mother's very special 90th birthday, it wasn't until the middle of June that Pai Nai was loaded up and ready for our summer cruise. Last years summer cruise was fantastic, could we better it this year?

SUNDAY 18 JUNE Marchwood YC to Yarmouth Distance 20 miles

At 14.00 with a SW 3 and fine weather we left Marchwood on the end of the flood tide for Yarmouth, by the time we were off Beaulieu River entrance it was slack water so although it was SW it was comfortable. We were moored in Yarmouth by 18.00 and being Sunday everyone had gone home so it was very quiet.

The forecast for the next few days wasn't that brilliant so we weren't too confident of being able to cross the Channel until later in the week.

Forecast for Monday SW 4-5, not the best so stayed put, weather bright and breezy.

Forecast for Tuesday SW 4-5 increasing 6-7, weather bright and breezy.

Forecast for Wednesday SW 5-6 more walking and socialising, bright and breezy still.

Forecast for Thursday SW 5-6, walking, socialising and still bright and breezy.

Forecast for Friday Variable 3-4 Hooray!!

FRIDAY 23 JUNE Yarmouth to Cherbourg Distance 88 miles

Left Yarmouth at 03.00 moon and stars out and just a hint of daylight. Wind Var 2.

Off the Needles at 05.00 with a bit of foul tide and a little swell left over from the last few days strong winds but the further across we got the calmer it became.

With very light wind and sunny spells we motor sailed with just the Main but it wasn't really doing any work. By halfway there was very little wind at all and no other boats in sight. 5 miles off Cherbourg the wind filled in from the NE 2-3. We had intended going in the Western entrance but the tide had turned so we ended up at the Eastern entrance. Arrived Cherbourg at 17.30. A very uneventful trip and very quiet in the Marina.

After a great nights sleep we woke up bright eyed and bushy tailed ready for the delights Cherbourg had to offer, mainly Crevettes, wine, and wall to wall sunshine.



Cherbourg

SUNDAY 25 JUNE

Cherbourg to Guernsey

Distance 45 miles

Left Cherbourg 07.45. With wind NW 3 and overcast we motor sailed with just the Main comfortably through Basse de Brefort, when we altered course for Cap de la Hague we were able to carry a little Genoa but still had to keep the engine running. By midday the wind had veered NE 3-4 so we were able to sail for an hour and a half as we approached south of Alderney. We then had to give up sailing as the wind went Variable then SE so back to motor sailing again. Arrived St. Peter Port outer harbour at 15.30 and waited on the pontoon until 16.30 before going into the inner harbour. By the time we arrived the visibility was starting to deteriorate and half an hour after moving into the inner harbour we had mist and rain so we had timed it well. We were in company for this passage with Paul and Valda, members from Marchwood who had arrived in Cherbourg on the Saturday in their Westerly Fulmar "So Spot". During drinks that evening we told them of our plans and so they decided to join us for a few days. The forecast for Monday included thick fog so it was a day spent in St. Peter Port listening to the fog horn all day.

TUESDAY 27 JUNE

Guernsey to Lezardrieux Distance 48 miles

Left St. Peter Port 09.30 under engine and Main wind SW 2-3, by 11.30 the wind had picked up to a pleasant SW 3-4 and the vis down to a mile, by midday we had hazy sun and by 14.30 we were at Roche Douvre lighthouse in SW 1-2 vis about 3 miles. We

sighted the Brittany coast at 16.00 and as we approached the rocky coastline and entrance to the River Trieux we had S 2 and a strong tide setting us to the east. Lezardrieux lies about 3 miles up river past Isle de Brehat, we arrived at 18.30 and Paul and Valda who had arrived an hour earlier were waiting to take our lines and offered to cook dinner!

Although we didn't get any sailing in it was a fabulous trip and very interesting going round Roche Douvre.



Lezardrieux

We spent the next day exploring the pretty town of Lezardrieux, which was lined with tubs of vivid red geraniums, and walking along the river. There is an outer Marina with shore access and an inner Marina accessed by an automatic sill, as it was such gorgeous weather we opted to stay on the outer one with lovely views of the river.

THURSDAY 29 JUNE Lezardrieux to Pontrieux Distance 8 miles

Left Lezardrieux at 08.00 in company with “ So Spot” for the short trip up river. It was quite misty when we left and the further up river the thicker it got and not too many navigation marks either. Using the chart plotter we made our way very slowly up river but then the chart plotter runs out as you get further inland so we now had to use a pull out reference from the Yachting Monthly magazine. The channel gets exceptionally narrow and densely wooded on the banks, and then suddenly as you round a bend out of the mist looms Chateau de la Roche Jagu high above the river, very atmospheric in thick mist but a beautiful sight all the same. You then reach a lock with very helpful staff and once through we were met by the harbourmaster on his bike who escorted us up to the moorings alongside the quay. There are excellent facilities, and you are moored in a delightful spot next to the little railway station, and a few houses all decorated with tubs and hanging baskets. Further along there are bars and restaurants. The restaurant we would recommend is “La Sterne”, a 5 course meal with Kir Royal and wine 28 euros.

We spent the next 2 days here, in glorious weather being serenaded by the noisiest bull



Pontrieux

frogs you ever did hear even in the middle of the night. There is a small train that runs from the station to Paimpol following the river most of the way. We did this trip and it was really scary looking down to see how narrow and shallow the channel we had navigated was with the tide out. I'm sure had we seen how risky it was before coming up river we would not have attempted the trip. Pontrieux is the quaintest of towns just 15 minutes walk from the quay and brimming with flowers, the river runs right through the town and alongside are the old "Lavoirs" (wash houses) again decorated with flowers, one even had a display of models showing how it would have been used before all the mod cons.

SUNDAY 2 JULY **Pontrieux to Treguier** **Distance 31 miles**



The Square at Treguier

We left Pontrieux at 10.45 taking rather a long time to get through the lock being a Sunday. It was a beautiful trip down river this time enjoying the scenery which we had not been able to do on the way up in the mist. As we approached Isle de Brehat we parted company from our friends, they were heading east to St Quay, we continued to head west out of the River Trieux and through the Channel de la Moisie, we had ENE 3 and hot hazy sunshine. Very calm except for just a little swell off Les Heaux de Brehat so it was engine all the way to the River Jaudy and up to Treguier. A very

different river to the Trieux, very wide and flat rural countryside. At 17.45 we tied up at the Marina just below the Bridge. A quick walk before dinner in the early evening sun up the narrow streets to the square and St. Yves cathedral.

We spent the next 2 days in Treguier, plenty of lovely walks, good facilities and an excellent market on Wednesdays. Although we were now into July it was still amazingly quiet everywhere.

WEDNESDAY 5 JULY **Treguier to Trebuerden** **Distance 32 miles**

A morning visit to the market for supplies and what a choice there was too, before our departure at 12.40. In a NW 2-3 we motored down the river in sunshine with the help of the Main to Basse Crublent, then altered course for Sept Isles and were able to carry the Genoa. Inland it was looking decidedly thundery but Pai Nai trundled along quite happily in hazy sunshine, as we reached Sept Isles the wind dropped so it was back to Main and engine. There is a short cut which saves 6 miles, by cutting inside Le Crapaud but this should only be attempted in quiet conditions and good visibility. (Well detailed in Yachting Monthly North Brittany Cruising Companion). We weren't sure about taking this route but saw to other bigger boats alter course and head down there so decided to follow. You enter the Marina at Trebuerden over a sill, having arrived at 19.30 we were too early to get in so picked up one of the buoys outside and sat enjoying the evening



Marina at Trebeuden

sunshine with a G & T waiting for the green light. We waited and waited and nothing happened, we decided that as the World Cup was on the staff were probably preoccupied and had forgotten to operate the signal. We were just about to turn into our bunks when at 22.00 the harbourmaster came out, asked if we wanted a berth and escorted us in.

We spent the next 4 days at Trebuerden, a very clean holiday resort, not too large and still very quiet. This is the Granite Rose coast with the most incredible pink rock formations. There are lots of coastal walks, one we particularly liked was out to Pont de Bihit which looked across Lannion Bay. Quite a hike but well worth it. We used the bus to visit Lannion via Tregastel, Ploumanac'h and Perros Guirec, a good way to decide whether or not to call into these harbours with Pai Nai but Ploumanac'h was a bit disappointing and Perros Guirec a huge marina very busy bars and restaurants, ok if you like big holiday resorts but not for us. Lannion was very interesting with cobbled streets, medieval buildings, a good selection of shops and a river running through the town again all decked in flowers.

The last night at Trebuerden turned out to be entertaining, the World Cup final was in progress and during the fracas when Zidane had just head butted another player and was sent off I went out into the cockpit to see a Maltese yacht at a very precarious angle on the sill of the Marina with the tide ebbing. The Marine gendarme were running up and down the pontoons getting very excited, various ribs and inflatables were buzzing around and a lot of shouting going on. They were attempting to pull the yacht off but without



Granite Rose Coast

success and were obviously in panic mode at the thought of the sill being damaged and couldn't be raised. This had happened the previous year by a British yacht in Carteret resulting in a domino effect to the boats in the marina. They soon realized they weren't going to be able to pull her off and the crew spent several hours at 90 degrees in the dark. They crept into the marina at 3.00 am and incredibly

without damage to boat or sill.

MONDAY 10 JULY Trebuerden to Treguier Distance 32 miles

With a promising forecast, at 9.00 we moved out from the marina to a buoy ready for the east going tide to retrace our route back to Treguier. At 11.00 a S 3-4 and a bit cloudy we left Trebuerden under main and engine and headed back to the River Jaudy. We arrived at the marina 18.00, an uneventful passage and still very quiet, where is everybody?

The dreaded Japanese seaweed had found our loo inlet pipe and blocked it solidly during the trip, but this was nothing compared to "So Spot" who had to be towed into Carteret by a local fishing boat having had the engine cooling pipe blocked. We heard of many instances of the seaweed causing havoc and this made long passages quite stressfull as all eyes were needed on lookout, read on to find out just how stressfull!! We spent the next day here, unblocked the loo, checked the engine filter, a whole eco system in there and generally taking life easy and sourcing out the Crevettes and Muscadet.

We had been in touch with Chris Tabor who was in the area crewing for a friend on a Parker 27 so we planned a rendezvous with them at Pontrieux for the Bastille day celebrations. We were also in touch with our friend Roy, the previous owner of Pai Nai and a Marchwood member who was chasing us in his Arpege "Debonair II" and hoped to join us in Lezardrieux.

WEDNESDAY 12 JULY Treguier to Lezardrieux Distance 31 miles

Up to the market early to stock up for a few days ready for party time at Pontrieux with Chris and friends. With big spring tides running hard through the pontoons at Lezardrieux it was best to wait for the last hour of the ebb to make life easier getting off, we needed help even then. We left at 13.15 wind NW 3 and had thought about going through the Passe de la Gaine but chickened out with Spring tides so took the long way round. The usual motor sail but things got rather exciting going through the Moisie channel on a

spring tide with swirling currents and almighty rocks, but with Dave down at the Chart plotter and me on the helm (not always agreeing with the instructions especially when it appears you are heading for a rock) we navigated our way through successfully and let out a big sigh of relief. With clear blue skies by the time we reached La Croix in the River Trieux we arrived at Lezardrieux at 18.00. Our friend Roy arrived on “Debonair” (fondly referred to as “Debs”) an hour later and Chris Tabor had arrived up river at Pontrieux so everything was set for party time.

THURSDAY 13 JULY Lezardrieux to Pontrieux Distance 8 miles

Left at 7.15 in company with “Debs” for trip up river to Pontrieux. We arrived at 9.00 to find Chris with 4 boats from Christchurch Sailing Club. During the afternoon things

started happening with a firework display being set up on the opposite bank of the river ready for that evening. The Christchurch Rally had booked in at “La Sterne” for a meal that evening and kindly included Roy, Dave & myself making 11 people in all. Another exceptional meal followed at 23.00 by the most spectacular firework display and I would think just about all the residents of Pontrieux came down to the quayside creating a great atmosphere. I had bought some patio



Trieux River

lights when we were in Lannion so they got hoisted up the mast and were greeted with a big “Aah” when we switched them on. A real gem of an evening. We spent the next 2 days in Pontrieux.

A highlight for the local people, and us, was the religious ceremony called a “PARDON” which was to be held on the Saturday evening. This is a procession of the church Saint in this case the “Notre Dame des Fontaines” on a tableau by torch flame through the streets. The majority of the houses had candles in the windows and many had flowers strewn over the threshold to the house and an alter with “Our Lady” set up in the doorway. The service in the church before the procession was relayed by public address system all round the town and down to the Quayside. There were also lots of little shrines set up by

the road side beautifully decorated with flowers. It was a lovely warm evening so we were able to really soak up the atmosphere.

SUNDAY 16 JULY **Pontrieux to Lezardrieux** **Distance 8 miles**

After saying goodbye to the Christchurch boats we locked out at 11.30 to return to Lezardrieux in company with “Debs” ready for our return leg to Guernsey the following day. Extremely hot with wall to wall sunshine we spent the rest of the day being very lazy. Another boat from Marchwood “Kishorn” had now arrived so this constitutes a Marchwood YC rally.

MONDAY 17 JULY **Lezardrieux to Guernsey** **Distance 50 miles**

We left at 7.00 in company with “Debs” and “Kishorn” with clear blue sky and a NE 3-4. It stayed in the NE increasing to 5 by midday, right on the nose so it was engine and main again. We headed right over towards Sark to get the north going tide through Little Russell but didn’t seem to get much help from it and had noticed for some time that our speed was not what it should be consequently the tide had already turned at St. Martins Point. Even with full engine revs we were down to 2 knots, there was a very tense silence between us in the cockpit (me imagining we were about to spend a night at sea) as there was no way we would make it round the point once the tide had really started running off. The other 2 boats were already in St. Peter Port and came on the radio suggesting we put more coal on the fire, I informed them we were out of coal !!! We finally made it into St. Peter Port extremely relieved and nerves shattered. At this point we still didn’t know why our speed was so low, we never have to run the engine at more than half speed but yes, wrapped round the prop was the dreaded Japanese seaweed. It had been a very long and hard trip 12 hours in fact. Guernsey was full to bursting so we stayed in the outer harbour and spent a lovely evening drinking and dining with our friends who managed to lift our spirits. The next day we would all sail to Dielette.

TUESDAY 18 JULY **St. Peter Port to Dielette** **Distance 28 miles**

Left in company at 9.25 wind NE 3 and another hot one. The tide was against us going up the Little Russell but soon got a nice lift when the tide turned going round Herm. With main and genoa and a little tickle of engine we were enjoying 6 knots in a lovely cooling breeze, the complete opposite to the previous days trauma. As we approached Dielette the heat off the land hit us like someone opening an oven door. We tied up in the marina at 14.50 had a quick late lunch then it was over to the beach for a swim. Dave & I really love this Marina. They have a really



Dielette

good Yacht club with an excellent restaurant so we all dined there in the evening reminiscing.

We spent ages the next morning clearing the seaweed from the prop by tying a line from the top of the mast over to a cleat on the other pontoon and Roy and I standing on the bow while Dave hacked away at it. No wonder our speed was down.

You can buy wonderful fresh fish and shellfish by the marina so as we were still enjoying such fabulous weather we decided on a BBQ on the beach for our last evening before crossing the Channel next day.

THURSDAY 20 JULY Dielette to Keyhaven Distance 79 miles

Left in the dark at 05.00 wind S 2-3 in company with “Debs” and “Kishorn”. There were soon little chinks of light in the sky and it turned into another hot sunny day with good vis. It was very quiet going up through the Alderney race, once clear of there we even hoisted the Spinnaker for half an hour. By midday we had SW 4 and by the time we were approaching Bridge Buoy we had quite a following sea and it was a bit choppy going up through Hurst. We arrived in Keyhaven at 19.00 picked up a buoy with “Debs” for the night, absolutely shattered. With the threat of Japanese seaweed and fishing pots around, no to mention shipping we both have to be on look out the whole time now and not able to do our usual 2 hours on 2 hours off watch system. This makes these long passages really hard going and takes a lot out of us.

After a good nights sleep we woke up to another glorious day, spent the morning sorting out Pai Nai and getting her all ship shape again before heading back to Marchwood.

A fantastic 5 week cruise, incredible weather, gorgeous cruising grounds, superb company and yes, even better than last year.

A few facts and figures:

Distance travelled 510 miles Engine running time 97 hours

Average marina fees per night in France including electricity £9.60

Marian Quantrell