

CLCYC Relocation Sail Log April 2009

The Cast of Characters

Romy

John & Amy
Eyal (AKA "Nuts")
Brian & Sarah ("Lady Hampton Court") Sedgley
David Larkin (AKA "Two Anchors")
Gary Luck (AKA "ColdFinger")

Nicodemus

Leor Revivo
Tal
Raz
David Hothersall (AKA "Triple-D")
Andy Tomlinson (AKA "Barbie")
Naomi & Oliver Clarke



1:View from the Top

Day 1 (Sunday 29th March 2009)

19:00: Heathrow Airport: The best image of the evening (you'll have to imagine it) is David Hothersall and Andy Tomlinson stood back-to-back in the El Al check-in queue, unaware of each other's identity, indulging in an extended mobile texting session. We all had the idea of checking in very early for the flight to Tel Aviv and met up for a drink afterwards to get acquainted. Gary nearly didn't make it onto the plane at all after telling the Israeli Security guy that he was going out to *work* in Israel.

22:30: We all got safely on the Boeing 777, all no doubt wishing we'd had the foresight (not to mention the income) to upgrade our tickets to 1st Class. 9 seats abreast in Economy Class but only 6 abreast in 1st and enough legroom to accommodate Naomi Campbell! We had Video on Demand for everyone, though, with a choice of 20 films to choose from - very impressive.

Day 2 (Monday 30th March 2009)

05:20: Ben Gurion Airport, Tel Aviv: We were all pretty frazzled by the time we disgorged into the Airport at Tel Aviv. The Three Musketeers got a taxi across to Terminal 1 whilst David, Oliver and Naomi risked life and limb in the [free] shuttle bus. It turned out that because of the switch to Daylight Savings time in Israel, we had an hour longer to wait for the flight to Eilat than anticipated.

08:30: Terminal 1: When Israeli Security eventually opened up for business at 8:30am, Gary once again impressed them enough to be whisked away behind closed doors for a more *intimate* search. Gary didn't divulge all of the more graphic details but he *did* complain about the temperature of "the finger"). Despite this excitement we all eventually made it into the rubber-band-driven turbo-prop along with a hoard of screaming infants - really it



2: Boarding the Turbo-Prop to Eilat

was more like feeding time at Mothercare at the back where Naomi and Oliver were sitting, but at least it was something of a distraction from the white-knuckle ride we were treated to on the way down to Eilat. Safe it may be, but confidence-inspiring it was *not*.



3: The Magic Palace, Eilat, by night

11:30: Eilat: We eventually hit the Magic Palace, completely burnt out. After getting into our rooms, Oliver and Naomi decided to forgo the luxury of sleep in favour of getting ripped off by Dolphin Reef and went swimming with Dolphins for half an hour, which the others settled for a shower and a nap before finding the nearest Irish Bar for a bevvy, setting the tone nicely for our off-duty hours over the next 2 weeks.

11:10: Magic Palace, Eilat: Leor was fashionably late for the 11am meeting but we were all assembled, including Brian and Sarah Sedgley, when he arrived and we got our marching orders for the day. "The Lads" went off for some retail therapy buying watches in Eilat's shopping areas whilst Brian and Sarah were continuing preparing their boat for the off. Naomi and Oliver shot back to Dolphin Reef to obtain a working DVD of their trip the day before and we were all to meet at 5pm at the boats. Oliver and Naomi had a really lazy afternoon watching the activity on the cats from the Agadir Cafe whilst Oliver managed a few hours of Bridge courtesy of the Agadir Wi-Fi hotspot.

Day 3 (Tuesday 31st March 2009)



4: View of the Marina from the Magic Palace

17:00: Eilat Marina: We eventually all got to work cleaning the top decks of the boats, loading food aboard, and then stowing our gear on board. It's amazing how much sand and dirt will accumulate on the deck of a yacht, let alone in the nooks and crannies. They'll probably have to dredge the marine once David and Gary had finished with Romy and David, Naomi and I had finished with Nicodemus (Andy? Who's he?). Brian, Sarah Oliver and Naomi then went for fairly simple fare at the Agadir whilst "The Lads" went off in search of steak.



5: The Lads hard at work cleaning the boats!



6: The massive Jordanian flagpole in Aqabba

23:00: Nicodemus: Most of us congregated back on Nicodemus, more by accident than by design. The two Daves and Andy proceeded to drink the boat dry of its remaining supply of beer (That was a good move since Leor had indicated that alcohol would [very sensibly] be off the menu once we leave). We also started the tricky process of assigning people nicknames. Only two were arrived at with any certainty. With a degree of inevitability Gary became "ColdFinger" and David Hothersall "Homer" (but this was quickly changed to "Triple-D"), but alcohol prevented too much in the way of rational thought and we seemed to spend most of the time trying desperately not to pee ourselves with laughter.

Day 4 (Wednesday 1st April 2009)



7: Naomi takes 5 after cleaning Nicodemus

This was done in impressive style by Leor being hoisted to the top of the mast bearing extension lead, power drill and various other appendages, including (very considerably we thought) a bucket suspended beneath him in case he got caught short whilst he was up there (much to the relief of the assembled crowd below). In the afternoon we were treated to a magnificent BBQ of Merguez Sausages, Chicken Kebabs and herby meatballs along with salad and rice - greatly enjoyed by all.

Most of the day was taken up with completing preparations for taking the catamarans to sea. This included filling fuel tanks and 5 fuel barrels for each boat, lashing down anything capable of moving that we'd rather didn't move (dinghies, kayaks, fuel barrels [especially these]cleaning all of the stainless steel.

All the while work was apace on reconfiguring Nicodemus' batteries and repairing fixings on the mast.



8: Leor fixing the track for the main.

19:15: Eilat Marina: We eventually left the Marina in the gathering darkness and headed south to the Port to clear out of Israeli waters. The need for historical accuracy forces me to record the early attempt by Tal to sink Nicodemus before we had even left the Marina - we're told that she and Eyal will effect a repair of the gaping wound in Nicodemus' hull caused by over-enthusiastic winching in of the anchor (ok, I exaggerate: a one inch dent)! Once at the Port, the usual shipside parade passed without any of us being arrested (a substantial achievement in the case of some of Romy's crew). Clearly there's been a dip in the market for British Passports, because ours were all returned intact.



9: Leor and Jon planning the trip

Briefings by the boat Captains followed. On Nicodemus, Leor gave us an exhaustive briefing on the safety and procedural aspects of the voyage and unsurprisingly not one of us fell asleep as he told us the dire consequences of abandoning ship **without** his permission after setting it on fire, colliding with other boats and flooding it in the aftermath of 3 of us falling overboard all at once whilst drunk.



10: Leor giving his briefing to the crew of Nicodemus

Watches on Nicodemus for the trip will be as follows:



11: Oliver, Naomi and Tal listening to the briefing

- Leor & Raz
- Tal & Oliver
- Andy & David
- Naomi (Floating)

22:00: Eilat Port:

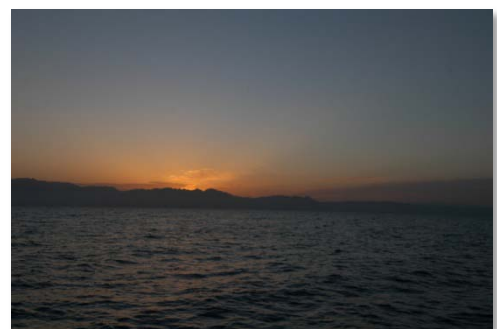
Course: 196°

Speed: 7 knots under power

Conditions: Flat Calm

On Watch: Leor & Raz:

We finally set off heading South South West under power in mirror-calm conditions (not enough wind to make it worth putting up the sails). Dined on the remains of the BBQ, salad and omelettes and then almost all retired to bed.



12: Sunset over Sinai

Day 5 (Thursday 2nd April 2009)

01:00: Gulf of Aqabba:

Distance from Eilat: 14 miles

Position: 29° 13'.4 N, 34° 49'.8 E

Course: 196°

Speed: 7 knots under power

Conditions: Calm, wind building to 12 knots from the North

On Watch: Tal and Oliver

We were still heading straight down the middle of the Gulf, expecting to make the Straits of Tiran towards midday. The breeze gradually increased, but not sufficiently to warrant using the sails. Romy half a mile off our starboard quarter. We handed over to Andy and Homer at 4am. No changes in course expected much before our next watch.



13: Raz, Andy and Naomi sharing a joke in the cockpit



14: Oliver doing the Log for the trip

04:00: Gulf of Aqabba:

Distance from Eilat: 33 miles

Position: 28° 52'.9 N, 34° 42'.7 E

Course: 190°

Speed: 7 knots under power

Conditions: Calm, wind 12 knots from the North dying away

On Watch: Andy and David

A few scares for Andy and Homer with instruments acting up (those showing wind speed and direction stop operating when there is no wind) and faulty sensors warning of water in the fuel but nothing was actually amiss. Romy tried setting her sails but with the slight breeze dying away this was a doomed gesture.

07:00: Gulf of Aqabba

Distance from Eilat: 52 miles

Position: 28° 33'.2 N, 34° 36'.3 E

Course: 190°

Speed: 8 knots under power

Conditions: Calm, wind 10 knots from the North

On Watch: Leor & Raz:

The fishing rod was given a new line by Leor and Raz. Leor set the line to try to catch our lunch but the local tuna weren't co-operating in the least. By 10am we were all up and about and enjoying a simple breakfast as we headed down to the Straits of Tiran.



15: Tal, Leor and Raz

11:00: Straits of Tiran
Distance from Eilat: 82 miles
Position: 28° 02'.1 N, 34° 28'.5 E
Course: 195°
Speed: 6.5 knots under power
Conditions: Calm , wind 8.6 knots from the North-West
On Watch: Tal & Oliver:

An interesting section of the journey passing through the Straits of Tiran, passing to the west of the Jackson and Gordon Reefs and the associated wrecks. Romy now close astern as we headed down towards the tip of the Sinai Peninsula, Sharm El Sheikh, and Ras Muhammed. Our original plan to stop for a snorkel went by the board to make up time.



16: Andy on lookout in the Straits of Tiran, the wreck on Gordon Reef visible in the background.

13:00: Ras Muhammed
Distance from Eilat: 104 miles
Position: 27° 44'.68 N, 34° 17'.2 E
Course: 207°
Speed: 9.3 knots

Conditions: Choppy, 1½ metre seas, wind rising to 15 knots from the North-West
Mainsail set on the approach to Ras Muhammed and shortly afterwards the jib as well. Sea increasingly choppy as we came out of the protection of the headland. Lunch on the move (roast chicken and rice). Eventually we reefed the mainsail and took the genoa back in, now tacking up the Gulf of Suez under power with the mainsail only.



17: Naomi and Tal at the helm passing Sharm El Sheikh

15:30: Gulf of Suez
Distance from Eilat: 117 miles
Position: 27° 42'.4 N, 34° 04'.25 E
Course: 330°
Speed: 7 knots

Conditions: Choppy, 1½ metre seas, wind 17 knots from the North-West
On watch: Andy & David



19: Romy close-hauled towards Suez

The main was reefed twice during this section of the journey as we started the long beat to windward up the Gulf of Suez in what started as a fairly rough ride but swiftly turned into a high sea in which the normal shipboard routine went to the wall. At times we had winds in excess of 30 knots and swell approaching 4 metres in the mid



18: Tal marks our current position on the chart at the end of our watch with David H looking on

channel where we were forced to remain because of the reefs and oil rigs on both sides. Fortunately there was little other shipping on the move. Some sea sickness amongst our crew (Raz and David the worst affected) but we all took pills and that precautionary measure definitely paid off. Romy's crew seemed to fare a bit worse, with David, Gary and Sarah incapacitated at times. Given the need for expertise on hand all the time, the normal watch system fell by the wayside but position fixes as follows:

20:00: Gulf of Suez

Distance from Eilat: 128 miles

Position: Unrecorded – (tut tut!)

Course: 330°

Speed: 7 knots

Conditions: High Sea, 4 metre swell, wind from the North-west gusting to 30 knots

On watch: Leor and Raz

This weather was to continue for nearly the next 24 hours which made for a very uncomfortable night with everyone toggged up in foul-weather gear, but the driven spray meant that everyone and everything was soaked in a short space of time. Inevitably the weather took its toll on the boat as well, the wind and water showing us in short order where things were either not lashed down properly (more of this in a minute) or not water-proof. Nicodemus' whole galley shifted half a centimetre during the night. Leor's insistence on everything being properly secured or stowed was completely vindicated and we soon found out where we'd got it wrong. After it got dark, our forward navigation lights stopped working which would have been more serious if there had been more traffic in the shipping channel, since other shipping would have struggled to realise our course and intentions.



20:Leor and Raz toggged up for their watch



21: Andy and David off-watch, relaxing.

The conditions became bad enough to preclude taking any pictures, which is a shame. The driving salt spray was one of the most unpleasant aspects and we soon all had red-raw eyes. The need for decent foul-weather gear (including waterproof deck-boots) was also highlighted, and the limited amount of waterproof gear held by each boat caught some of us out who had brought no or only light-weight waterproof gear.

Day 6 (Friday 3rd April 2009)

00:37: Gulf of Suez

Distance from Eilat: 178 miles

Position: 28° 17'.0 N, 33° 23'.88` E

Course: 273°

Speed: 6.5 knots

Conditions: High Sea, 4 metre swell, wind from the North-west gusting to 30 knots

On watch: Leor and Raz

By this point everyone was thoroughly fed up and we were all cold and wet from the driven spray which found its way into the seemingly most protected areas of the cockpit. Heading off to cabins was a recipe for being sea-sick so we were all in the cockpit or the saloon. Movement was limited to essential operations only because the movement of the boat in the 4-metre swell would damage or hurt anything not securely fastened to the boat.



22: Tal, a self-portrait!

04:00: Gulf of Suez

Distance from Eilat: 197 miles

Position: 28° 29'.17 N, 33° 10'.44` E

Course: 291°

Speed: 6.0 knots

Conditions: High Sea, 4 metre swell, wind from the North-west gusting to 30 knots

On watch: Leor and Andy

The other potentially serious development concerned the barrels of additional fuel that had been lashed in the aft cockpit. The three barrels secured on the port side worked their way somewhat loose and it was only after Andy, David and I had taken turns in keeping them in place for the best part of 8 hours that we eventually (at 4am) obtained Leor's assistance in re-securing them properly.



24: Tal - Anyone for a brew or Matzos & Nutella?



23: Andy preventing the fuel barrels from sliding aft. We did this for about 7 hours in all.

By this point David was ill with sea-sickness and Andy, Leor, Oliver and

Naomi were the only people about (Tal and Raz resting after an exhausting watch, the normal watch system having gone by the board once the really bad weather had hit). There were not many of us around to respond, therefore, when just after we'd re-lashed the three barrels on the port side of the boat, one of the two barrels on the starboard side actually broke loose and fell off the seat on which it was located. Both of the barrels were repositioned on the deck in front of the entrance to the

saloon and fortunately no fuel was spilt or damage caused to the seats, decking or the barrels themselves.

08:52: Gulf of Suez

Distance from Eilat: 230 miles

Position: 28° 46'.06 N, 33° 04'.71` E

Course: 265°

Speed: 6.8 knots

Conditions: High Sea, 3- 4 metre swell, 23 knot wind from the North-west

On watch: Tal and Raz

One of the barrels emptied into the fuel tank (200 litres). The weather had started to abate from the conditions the previous night, but was still very rough and the slamming effect was, if anything, worse than the previous night even if the swell was not nearly as great.



25: Tal Leor and Raz. Note the bucket handy in case of sea-sickness.

13:34 Gulf of Suez

Distance from Eilat: 260 miles

Position: 29° 07'.57 N, 32° 58'.0 E

Course: 352°

Speed: 5.7 knots

Conditions: High Sea, 2-3 metre swell, 21 knot wind from the North-west

On Watch: Leor and Raz

Conditions were now starting to improve considerably, not least because we were now past all of the oil rigs and were relatively close to shore. Gradually the 2-3 metre swell dwindled away to nothing more than a rough chop. We actually managed a cooked lunch courtesy of Tal and by 3pm we were pretty much dried out and back to normal.



26: Lunch on the move up towards Suez.

16:30 Gulf of Suez

Distance from Eilat: 277 miles

Position: 29° 17'.18 N, 32° 49'.88 E

Course: 293°

Speed: 6.6 knots

Conditions: Moderate chop, wind 15 knots from the North West

On Watch: Tal and Oliver

Now we were tacking up the coast towards Suez itself. The weather forecast was for the breeze to die away completely by the early hours of the morning. The navigation lights were fixed since we would be joining the shipping lane by dark and couldn't afford not to have them working properly.



27: Western coast of Sinai

21:23 Suez Canal Approach

Distance from Eilat: 311 miles

Position: 29° 46'.09 N, 32° 35'.43 E

Course: 305°

Speed: 5.8 knots

Conditions: Calm, wind 10 knots from the North

On Watch: Tal and Oliver

The approach to Suez was interesting. Suddenly we were surrounded by large container ships, bulk carriers etc. Although most of these were moored, some were moving and so we had to pay close attention to the radar and the change in aspect of navigation lights etc.



28: Oliver and Naomi



29: Tal and Naomi on the run into Suez.

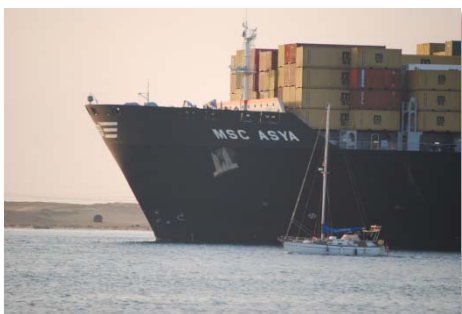
Now the sails were down and we just glided up the channel under power, following the green lights marking the starboard side of the channel, eventually arriving at the Marina at 23:15. We moored, completed the paperwork and baksheesh necessary to secure the services of two pilots for the following day (It would seem that 100 Egyptian Lira, a couple of packets of American cigarettes and a T-shirt is sufficient to purchase the soul of Egyptian officialdom). Then we retired to bed having arranged for a pilot at 5am the following morning.

Day 7 (Saturday 4th April 2009)

05:00 We were all up (except Naomi who must have second sight), but there was no sign of the Pilot. Oliver eventually twigged to the fact that Egypt doesn't observe Daylight Saving, so 5am in Suez was an hour **later** than 5am ship's time. Even so 6am came and went with still no sign off life.



30: Dawn over Suez



31: Dwarfed!

Large container ships started gliding silently past us and suddenly the baksheesh of the previous evening wasn't looking like such a sound investment. A number of yachts were moored in the Marina waiting to take passage to Port Said and there was a collective sigh of relief when our Pilots turned up in time to get us away for 7am.

07:00 ...And so we started the second phase of the relocation, moving from the Red Sea through to the Med, Africa on our left and Asia on our right. Under the directions of the Pilot, we were using the same channel as the procession of large container ships and we snuck up the port side of the channel, generally moving faster than the other smaller yachts and, surprisingly, gradually overtaking the large freighters as well.



32: Overtaking "Big Mama"



33: The only permanent road-bridge linking Africa (on the left) with Asia (on the right)

At times we moved into the southbound channel and were separated from our larger cousins (Andy and Oliver feverishly trying to re-create that famous photograph of a freighter apparently sailing through the desert!). We dropped



34: The Crews catch up on gossip at Ismailia

off the Pilot in Ismailia and took on a different one for the second half of the journey to Port Said, eventually arriving at Port Said after 5pm and dropped off the Pilot in mid-channel.



35: Port Said

16:30 Port Said is not likely to feature as one of CLC's potential resorts, but it was interesting passing through the really busy section of the Canal, with local ferries darting across playing dodgems with the container ships and smaller yachts, children **swimming** in the canal and everywhere ships moored and moving. We didn't stop except temporarily to let the Pilot off with his requisite packets of cigarettes etc, but headed out into the Med, the watch system re-established for the 3rd section of the relocation to Rhodes.



36: Dolphins playing at Nicodemus' bow as we enter the Mediterranean

21:46 Mediterranean

Position: 31° 44'.69 N, 32° 03'.68 E

Course: 330°

Speed: 7.5 Knots

Conditions: Calm, wind 4.6 knots from the North-Northwest

On Watch: Tal and Oliver

Exiting Port Said the shipping lanes were very busy and in the gathering gloom we had to expend a lot of care and effort to decipher the patterns of lights and reconcile them with the information provided by the radar.



37: British Nuclear submarine. Not too often you see one of these on the surface



We passed a number of naval vessels moored protecting the shipping lanes and were suddenly delighted to have a few dolphins for company for a few minutes and were then astounded to pass a nuclear submarine passing very close by on the surface heading towards Port Said. Gradually the traffic dropped off and by midnight we had only Romy for company except for a couple of fishing boats well astern.

Day 8 (Sunday 5th April 2009)

00:46 Mediterranean

Distance from Eilat: 355 Miles

Position: 32° 02'.56 N, 31° 50'.81 E

Course: 315°

Speed: 7.2 Knots

Conditions: Calm, wind 6.8 knots from the North North-East

On Watch: Andy & David



04:00 Mediterranean

Distance from Eilat: 380 Miles

Position: 32° 23'.08 N, 31° 36'.06 E

Course: 326°

Speed: 7.5 Knots

Conditions: Calm, wind 6.8 knots from the South South-East

On Watch: Leor & Raz

A frustrating watch with the wind turning a full circle.

38: Leor baking aubergines on the BBQ



07:05 Mediterranean

Distance from Eilat: 376 Miles

Position: 32° 42'.18 N, 31° 21'.77 E

Course: 325°

Speed: 7.6 Knots

Conditions: Calm, wind 7.6 knots from the South-East

On Watch: Tal & Oliver

Wind direction still very volatile, veering to all parts of the compass. Romy a long way behind at the stage - only just visible. Nothing else close by.



39: Raz and Leor seasoning the steaks



40: Leor and Tal

08:30 Mediterranean

Distance from Eilat: 389 Miles

Distance to Rhodes: 258 miles

Position: 32° 53'.39 N, 31° 12'.72 E

Course: 325.6°

Speed: 7.8 Knots

Conditions: Calm, wind 7.6 knots from the North

On Watch: Tal & Oliver

Distress call heard from a ship the far side of Alexandria (disabled with engine failure). We had the jib up for a while until the wind backed round to the South South-East so we put the jib away and opened the main practically in a dead run.

11:00 Mediterranean
Distance from Eilat: 405 Miles
Distance to Rhodes: 241 miles
Position: 32° 07'.37 N, 31° 02'.35 E
Course: 328°
Speed: 8 Knots
Conditions: Calm, wind 7 knots from the East
On Watch: Andy & David
Volatile wind conditions making for awkward conditions. Romy gradually catching up but still some way back. Steaks on the BBQ were the order of the day with baked aubergines and roasties with thyme and garlic.



41: All enjoying the BBQ

15:00 Mediterranean
Distance from Eilat: 435 Miles
Distance to Rhodes: 211 miles
Position: 33° 34'.3 N, 30° 39'.4 E
Course: 325°
Speed: 7.8 Knots
Conditions: Calm, wind 9.7 knots from the South-East
On Watch: Leor and Raz

19:00 Mediterranean
Distance from Eilat: 467 Miles
Distance to Rhodes: 179 miles
Position: 33° 59'.45 N, 30° 18'.18 E
Course: 325°
Speed: 8.2 Knots
Conditions: Calm, wind 12 knots from the South-East
On Watch: Tal and Oliver
A quiet watch, the rest of the crew watching "Chronicles of Riddick" on DVD.

21:55 Level with Cyprus
Distance from Eilat: 457 Miles
Distance to Rhodes: 157 miles
Position: 34° 18'.95 N, 29° 59'.48 E
Course: 318°
Speed: 9 Knots, reaching with both sails up
Conditions: Calm, wind 11 knots from the North-East
On Watch: Andy and David



42: Andy, Tal and Oliver

Day 9 (Monday 6th April 2009)

01:00 Level with Cyprus

Distance from Eilat: 482 Miles

Distance to Rhodes: 132 miles

Position: 34° 34'.63 N, 29° 41'.87 E

Course: 328°

Speed: 8 Knots

Conditions: Calm, wind 9 knots

On Watch: Leor and Raz

Weather closing in with rain and thunder/lightning. The wind ended up coming straight at us from the North West by the end of the watch, so we dropped sail, and just proceeded on engines.



43: Oliver getting a lesson from Leor about reefing the main on Nicodemus



44: Tal

04:00

Level with Cyprus

Distance from Eilat: 480 Miles

Distance to Rhodes: 134 miles

Position: 35° 00'.05 N, 29° 24'.88 E

Course: 326°

Speed: 7.6 Knots, no sails up.

Conditions: Calm, wind 4.8 knots from the North-West, Heavy rain with lightning storm.

On Watch: Tal and Oliver

A very damp watch with heavy rain, thunder and lightning. Frustrating too, the wind veering back and forth, and consequently the sails going up and down like yo-yos. We eventually got both sails up for good just before the end of the watch.

07:00 Approaching Rhodes

Distance from Eilat: 503 Miles

Distance to Rhodes: 111 miles

Position: 35° 17'.06 N, 29° 11'.72 E

Course: 326°

Speed: 7.3 Knots, close-hauled

Conditions: Calm, wind 5 knots from the West

On Watch: Andy and David



45: Leor checks the main



46: Andy at the helm, urged on by David, racing to catch Romy

Whilst the rest of us settled in to watch "The

Transporter" on DVD, Andy and David had a great time trimming the sails and, in a rising wind and increasingly choppy conditions eventually got us up to over 11 knots with sails and engine and then 9.5 knots without the engines. The sun out and Andy really showing us his

45: Leor checks the main racing mindset!!! Eventually we took a reef in the main and genoa to reduce the impact on the boat from the seas. By end of watch we had just less than 50 miles to go to Rhodes, so we're anticipating souvlakia and retsina in the Marina tonight!!. Romy and Nicodemus now close by each other, matching course and speed well.

11:00 Approaching Rhodes**Distance from Eilat: 537 Miles****Distance to Rhodes: 49 miles****Position: 35° 46'.02 N, 28° 50'.04 E****Course: 321°****Speed: 9.2 Knots, reaching under manual control****Conditions: Moderate, wind 19.7 knots from the West****On Watch: Leor and Raz, but Andy at the helm!**

Andy remained at the helm for the next 6 hours, urging every last bit of speed he could coax from her, and we were all revelling in a large sea with 4 metre swells, and wind that occasionally topped 23 knots, but because we were reaching with the sea coming from our port quarter it was a relatively comfortable ride. It was by far the most exhilarating part of the journey.



47: Romy nearly caught on the approach to Rhodes

15:20 Approaching Rhodes**Distance from Eilat: 577 Miles****Distance to Rhodes: 9 miles****Position: 36° 17'.03 N, 28° 20'.09 E****Course: 327°****Speed: 9.4 Knots, reaching under manual control****Conditions: Moderate, wind 14.6 knots from the South-West****On Watch: Tal and Oliver, but Andy at the helm!**

By now Rhodes was in sight and the last 10 miles turned into something of a race between Andy at the helm of Nicodemus and Jon at the helm of Romy. Romy started well in the lead but was almost caught by Nicodemus, Andy using all his skill honed in years of racing yachts. Reefs were shaken out and sails minutely trimmed by both crews. In the end it was the wind that had the last laugh, dying completely on the approach to Rhodes town, putting an end to the contest, but it had been huge fun for both crews. So about 5pm we arrived at Rhodes with the sails down and under power once again. Once docked at the Marina we cleaned the boats and all the gear whilst Jon and Leor negotiated our entry to Greece.

Later in the evening all 14 crew from both boats walked off to sample some Greek cuisine at one of the local tavernas.

Unfortunately it appears that we are technically "out of season" at the moment and much of Rhodes is shut on a Monday. Still we found somewhere pretty reasonable even if it wasn't the souvlaki stall Raz had set his heart on and it was a good ending to a great day.



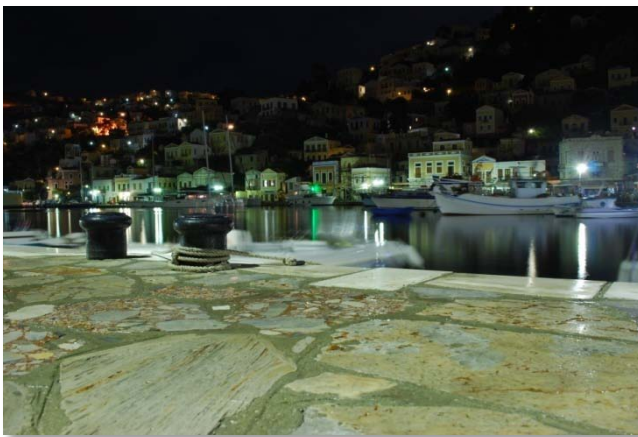
48: Andy, man with a mission!!!

Day 10 (Tuesday 7th April 2009)

This was to be a pure “day off” for exploring Rhodes Town or doing whatever else we wanted . Walking around Rhodes, occasionally meeting some of the others was a little weird. The last time I was here was in about 1970 and Rhodes Town was a very different place then. The “old” town was the same, of course, but the rest of it was not nearly the size it is now. We got back to the boat about 7pm to find that the weather was due to turn on us with 30 knot winds anticipated the following day so the plan had changed and we were going to make the relatively short passage across the sound to Symi that evening.



49: The fishing harbour alongside Rhodes old town. The weather already threatening in the background



50: Romy and Nicodemus from across the harbour at Symi

18:45 Rhodes to Symi

Position: 36° 39'.53 N, 28° 07'.90 E

Course: 304°

Speed: 8.5 Knots, one reef and ¼ genoa

Conditions: Calm, but rain squalls and wind 10 knots from the West

On Watch: Leor & Raz

We set sail at 18:45 and sailed around the north side of Rhodes into a 13 knot wind from the North and frequent rain squalls and then up the straits between Symi and the Turkish coast and finally turning West into the wonderful natural harbour in which Symi town nestles, protected from

almost any combination of wind and sea. It was completely dark before we arrived at Symi. The hills on either side of the harbour were covered with very classical-style houses and the natural rock formations floodlit, giving the whole harbour area a very magical feel.

After a close encounter with a ferry (who tersely ordered us out of the way with a blast on their horn) we moored side-by-side near a line of kafenions very ready to enjoy the pizza and pasta that Raz had prepared for us.



51: Romy and Nicodemus side-by-side at Symi Harbour



52: A peaceful evening at Symi

Day 11 (Wednesday 8th April 2009)



53: A local fisherman repairing his nets



54: A typical fishing boat

The original plan had been that we would spend some of today sailing around Symi, but the wind out in the sound was in excess of 20 knots so that idea was shelved and we spent the day exploring the waterfront, harbour, surrounding town and just lazing about on the boats or in local cafes, watching the local fishermen at work on their nets and generally just watching the world go by.

The houses on Symi are very distinctive, mostly a much older style with sloping roofs and smartly painted to give them the appearance



55: The picture-postcard harbour at Symi, Romy and Nicodemus at top left

almost of classical Greek temples. Bathed in sunlight and without the frantic activity that the height of the tourist season would lend it, the atmosphere was very relaxed.

We found Retsina served straight out of a wooden barrel into copper jugs, sold by the kilo rather than fractions of a litre (much like I used to enjoy 35 years ago when working in Athens). Leor even found a cafe with a wireless internet connection [Password 1111222233334 for future reference ☺] and spent a few hours chatting to his friends on Skype.



56: ColdFinger, Two Anchors and Triple-D chilling near the boats



57: Leor and Raz explaining Passover

That evening we were treated to a delightful Passover meal by Leor, Raz, Tal and Eyal. The full Passover procedure was completed in Hebrew with a simultaneous translation/explanation into English by Raz and Leor.

Seeing the biblical accounts of the Jewish exile in Egypt, the Exodus and Passover from a [subtly different] Jewish perspective rather than a Christian one was a unique and fascinating experience.



59: Halva, Ice Cream & Syrup - irresistible!

This was a real privilege for us to witness. The ceremonial eating of coriander, horseradish, haroset (nuts, honey, apples and cinnamon) and matzos, with glasses of wine at the appropriate points was followed by a more conventional meal of fish, chicken, salad and lamb kebabs.

We retired relatively early because we were due to set sail at 4am the following morning for Kos.



58: The Passover feast prepared by



60: Fabulous kebabs

Day 12 (Thursday 9th April 2009)



61: Oliver at the helm towards Kos

We were all up at 4am to say goodbye to Symi, which had been one of the highlights of the trip thus far. We got quickly and efficiently away, threading a path through the narrow channel between Symi and Nimos Island, and then heading west, parallel to the Turkish coast towards and almost orange-coloured moon that was setting right in front of us.

Once clear of the channel we were under sail for the most part with Oliver helming manually across to the Turkish coast and then North-West to Kos. After a while the sun came up behind us, treating us to a really delightful sunrise and after a chilly start it soon warmed up to be a lovely sunny day.



62: Andy and Leor with a glorious sunrise as a backdrop



63: Andy, David and Raz tucking into bacon and eggs

Once we rounded the headland at the end of the Yarimadasi Peninsula we headed northwest to Kefalos on the Western tip of Kos, enjoying a breakfast of bacon and eggs en route.

Amazingly, the intoxicating and irresistible aroma of cremated bacon rashers was not

sufficient to waken Naomi. This was not really a bad thing, of course, since it meant more for the rest of us!



64: Leor and David charting our position

09:05 Symi to Kos

Position: 36° 42'.01 N, 27° 19'.84 E

Course: 306°

Speed: 6.7 Knots, under sail with no engines

Conditions: Calm, an 11 knot wind at times, but dying away to nothing

On Watch: Oliver at the helm.



66: The coast of Kos

Once we hit Kos, both catamarans flew their kites for a while (No names - no pack drill, but someone from Liverpool still owes Leor a pint for a crash-jibe!), but as predicted the wind

was dying on us fast and

eventually we were forced to haul down the sails and motor along the south side of Kos to Kefalos.



65: Flying our kite towards Kefalos



68: Andy helming towards Kefalos

Once we got there, however, Kefalos seemed pretty uninteresting so we moved back a few miles and anchored off some rocks for a secluded and tranquil lunch of BBQ chicken and Merguez sausages.



67: David snoozing in the morning sun

Afterwards the younger and/or more [fool]hardy of us went for a swim. Andy went snorkelling in his wetsuit but reported few fish or items of interest underwater and a trip across to the other boat had failed to elicit any gifts of ale. David, Leor and Raz all had a quick dip and Tal just paddled her feet off the back of the boat.



69: Clockwise from top left: Andy snorkelling, David and Tal setting the world to rights, Leor in mid-dive, Naomi reading, and centre: Leor and Raz enjoying a dip

Naomi and Oliver decided that the water had not reached the required temperature to warrant partial let alone full immersion and stayed warm and dry!

Later we motored back around the island to Kos town, mooring just before 6pm in the evening sun.



71: Kos Waterfront

Kos has a lively square at Plateia Elevation which is a bustling place in the early evening with pavement cafes and bars full of local people. There are wireless Internet hotspots in the town but not reaching reliably as far as the

Marina. The municipal ones are free (Username "free"

and Password "free" for future reference).

We dined on soutzoukakia (made by Raz) and rice (made by Oliver), watched a Harry Potter film (Goblet of Fire) and then retired to bed.



70: A Tiny fishing "vessel" in Kos Harbour.

Day 13 (Friday 10th April 2009)

A glorious morning that we put to good effect, doing *very* little beyond eating breakfast and generally lazing around the boat. Leor's plan is to book out of Greek waters this morning, set off at midday to move across the sound to Bodrum town to book into Turkish waters, and then move around the headland to the Marina that will be Romy and Nicodemus' base for the summer.



72: The only thing on Kos that had a lazier morning than us



74: Leor was positively drooling as we passed this catamaran!

We left Kos Town at 13:00 and motored across the sound to Bodrum town on the Turkish coast. A Lazy afternoon followed lazing around whilst Leor sorted out the paperwork for our entry to Turkey. When it was Leor's turn to be collected Raz wake-boarded across and back to the Harbour Master's Offices. Once these formalities had been



73: Raz wake-boarding back to Nicodemus

completed we motored around the headland to Turgutreis Marina where Nicodemus and Romy will be based for the summer.



75: The imposing castle that dominates the Bodrum waterfront

We were instructed to moor near the seaward entrance to the Marina (3 mile walk around to civilisation!) but the champagne was soon flowing and we were treated to a nice sunset shortly afterwards.



76: Romy and Nicodemus in their new home for the summer



85: Champagne bottles at the ready...



84: ColdFinger, Nuts, Two Anchors, and Tal



83: The Crew T-Shirt Photo



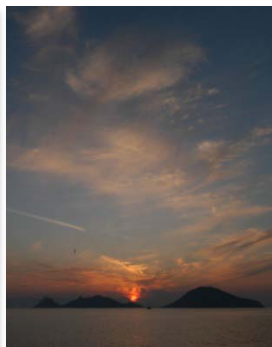
80: Leor and Raz, with Andy in the background ferrying fresh supplies of beer



82: Oliver & Naomi



81: Jon & Amy



79: The sun setting over the Dodecanese with the local fishermen setting out for a night's work



78: Journey's End celebration



77: Our stunning next-door neighbour, "Aegean"

Day 14 (Saturday 11th April 2009)

Another day of boat-cleaning today. After doing the decks and canvas awning, Triple-D and Oliver even spent some of the afternoon in the dinghy, cleaning the hull of Nicodemus. By the end of an exhausting day, everything was looking pretty shipshape. Andy was doing a thorough job on the BBQ until he got wind of Liverpool playing and being featured on TV so that was it for the BBQ and he slunk off to town to find a bar with a big-screen Television. Tal was concentrating on the saloon and galley, Eyal and Leor doing a service on the engines.



86: Andy with his labour of love. After 3 days he said "I'll finish cleaning it in September"



87: The fishing harbour at Turgutreis

Most of the crews made their way into town at some point during the day, sampling the market, the mosque and local eateries. Turgutreis's buildings are too modern, for the most part, to give it much "character". It's a lively community, though and the cafes and restaurants around the waterfront do a roaring trade.

Eyal's culinary skills were featured in the evening when he treated us to chicken schnitzels, green beans and sweet potato mash.

Day 15 (Sunday 12th April 2009)

A more relaxing day today for most of us. Tal was still finding a few things to do on Nicodemus, Andy finished his epic with the BBQ, and Eyal was hard at work practising chart-work for his RYA Yachtmaster Offshore certification, but the rest of us found time for exploring Turgutreis some more.



89: A very striking yacht on our row

Naomi managed to get herself run over simultaneously by not one but **two** infant hooligans joy-riding in electric jeeps in the waterfront plaza. She, ColdFinger and Two Anchors had

previously been fortified by a pretty

decent English breakfast, though, so she was able to restrain herself from throttling them. Oliver entertained himself by trying to calculate the value of the boats in a 300 yard stretch of the marina next to us but gave up at £200 million.



88: Modern statue at the entrance to the fishing harbour

In the evening, we all headed off into town for a delightful meal at a restaurant (Can) than Andy had found. We were joined by Adi, Leor's wife, newly arrived from Eilat, but were missing Raz who had flown back to Israel that morning. The proprietor was very much "mein host", very friendly and accommodating to the extent of ordering in additional supplies of T-bone steaks etc where required. The meal was spectacularly good value and of excellent quality. The menu had a wide range of local and international dishes or, for those who wanted more traditional fare, a mean line of steaks.



90: From the left: Adi, Naomi, Dave Larkin, David Hothersall, Sarah & Brian, Eyal, Tal, Andy, Gary, Amy, Jon, Leor



91: The wood-burning oven. Bread almost ready at top left

One really interesting item on the menu was the bread served: This was freshly cooked in a wood-burning oven right in front of our eyes, where it inflated to the size and shape of an elongated rugby ball, but then deflated once again after being put on the table to resemble an outsize pitta bread. Absolute delicious and we kept the chef busy with requests for more.

Without doubt the cultural highlight of the evening was Sarah introducing us to the quaint "Hampton Court" custom of **toe-sucking**. Thought to have been originally introduced by Henry VIII, it is normally conducted between spouses or partners, but it's felt to have more "spice" when a comparative stranger's toe is being sucked. On this occasion, Andy was the lucky recipient in a generous attempt to breach the North-South divide (particularly generous given that he'd been walking barefoot around Turgutreis all day...)



92: Sarah demonstrating the "two-handed pull"



93: Andy, clearly a toe-sucking "virgin", looking a bit apprehensive

Day 16 (Monday 13th April 2009)

A day for goodbyes and departures. Brian and Sarah were staying on at a hotel in Bodrum for a few days, but Andy & David Hothersall were flying back to Manchester and Gary, David Larkin, Naomi & Oliver back to Gatwick. After another fairly lazy morning packing we were treated to delicious burgers from the Romy BBQ (the Nicodemus BBQ now presumably being “off-limits” until Andy finishes cleaning it in September). Jennifer Nand arrived later in the afternoon with her husband and we had a chance to say hello before those of us who were flying out were wafted away to the Airport in an obscenely luxurious minibus.



94: Andy, the two Davids, Gary and Naomi

This taxi ride was incredibly good value (it worked out at 20 Turkish Lira each [less than £10] for the hour-long journey), but it softened us up for the hammer-blow that fell at the airport, where a single can of “ordinary” (ie: the can was not diamond-encrusted or made from solid platinum) Diet Coke cost the princely sum of £5 (10 Turkish Lira). Worse: a wafer-thin dried out burger, fries and a coke cost nearly 1½ as much as we had each paid for the luxury transfer to the airport (28 TL).

Anyway, thank you to CLCYC for giving us all the opportunity to do this Relocation, and to Leor, Raz, Tal, Eyal, Jon and Amy for their patience, expertise and support during the journey. We all learned a lot and we all enjoyed the fortnight hugely. Highlights for me were the windward leg up the Gulf of Suez, Andy’s “race” with Romy on the approach to Rhodes, and Symi (which is utterly delightful in every way).

The top ten things I personally have learned this week are as follows:

1. You can **never** have “too much” rope.
2. Don’t skimp on the foul-weather gear! Waterproof **deck-boots** are a **really** good idea if you’re wearing saloupettes. Goggles or a diving mask are also really useful!
3. Murphy’s 17th Law applies on Relocation Sails (“*The speed with which things will start relocating themselves in a rough sea is inversely proportional to the care with which they’ve apparently been lashed down*”)
4. God must have shares in Nutella, since the “manna from heaven” referred to in the Old Testament was clearly Matzos and Chocolate Spread. When travelling with Israelis, take laxatives with you rather than Imodium.
5. Scousers can be **very** sneaky when it comes to getting out of work details and under no circumstances should they be detailed to clean a BBQ!
6. You really need to be **very very** specific when it comes to completing the “CLCYC Preference Form”.
7. Take a picnic and drinks with you when **departing from** any Turkish Airport.
8. I need to do a Berlitz course in Hebrew to get ready for the next Relocation Sail.
9. For the guys, peeing when the boat is negotiating a 4-metre swell requires **really** good balance and a **steady** hand!
10. Leor’s rule: “**If it moves, lash it down. If it doesn’t move, clean it!**”

Compiled by Oliver Clarke. Photos by all of the crew of Nicodemus.