

2017 Log of ANAKAO's Cruise from Perun on the Morbihan to Bordeaux.



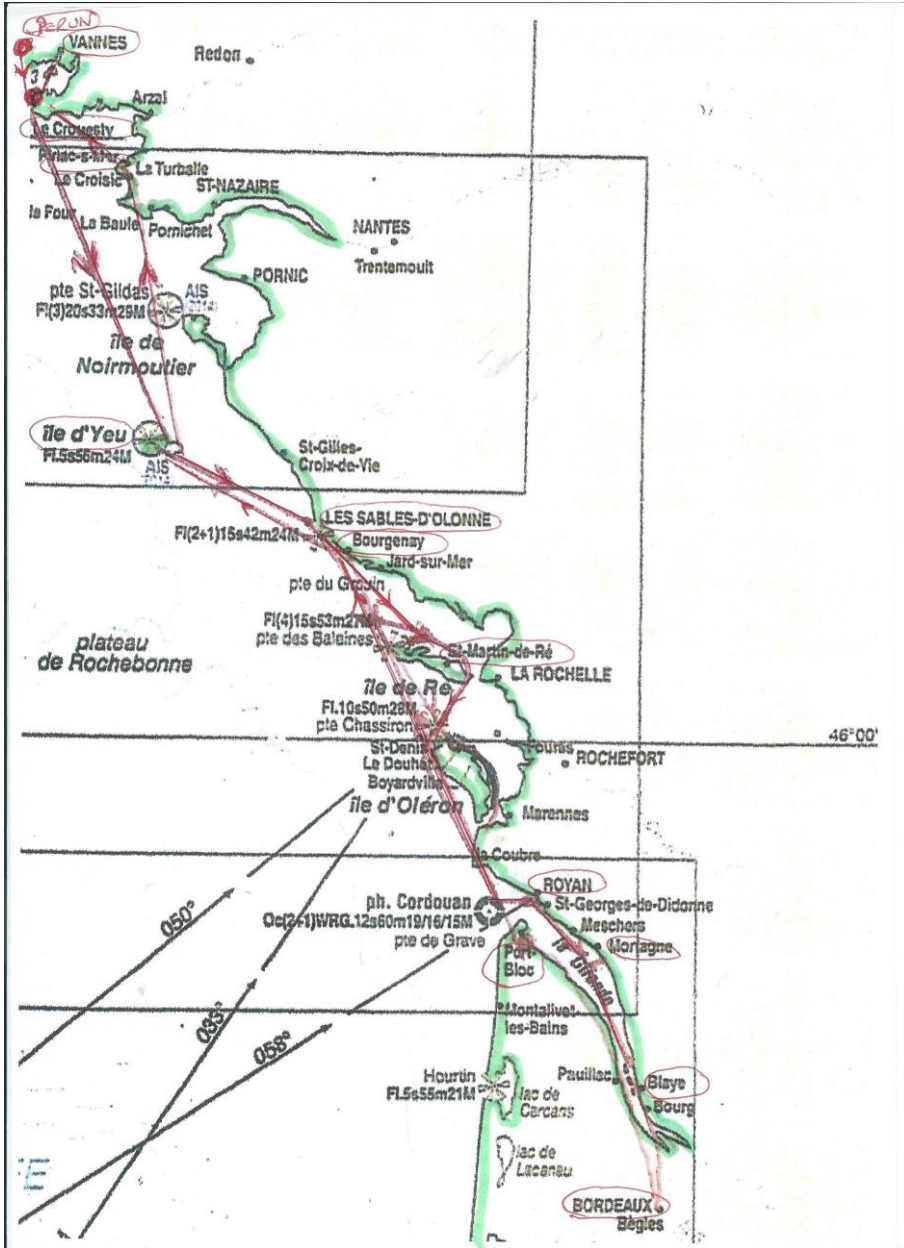
ANAKAO's Cruise from Perun in the Morbihan and back July 17th to August 5th 2017.

ANAKAO is a Bavaria 42 built in 2006, owned by Peter Fryer since 2012. She is currently kept at Port Cruesty next to the mouth of the Morbihan.

Cruise planning started in January 2017. The plan this year was to cruise to the Gironde via Ile D'Yeu, Ile de Re, Ile D'Oleron and Royan in the Charante Maritime and thence up the Gironde to Bordeaux. As far as possible the plan was to return via different Ports. Across Northern Biscay from Southern Brittany to Aquitaine; a round trip over three weeks of 500 n/miles.



Interior of ANAKAO, she sleeps seven in three double berth cabins, plus 55hp Volvo D2 !



Actual Route July 17th to August 6th 2017.

INTRODUCTION.

ANAKAO has been based in Lorient and the Morbihan for the last 6 years so the area is well known to me.

However the last cruise to Bordeaux in 2015 was a nightmare as the new Pont Jaques Chabon-Delmar Bridge does not open to Yachts (with masts) except once a week. Most of the moorings on the side of the River Garonne are poor; there are very strong tides and mooring adhoc in the river is not for the faint hearted. We moored for a very uncomfortable night at a private boating club's pontoon.

The passage Plan needs very careful planning as the voyage from The Gironde Estuary mouth via the River Garonne to Bordeaux is over 75 miles.

One needs a minimum of two days to get to Bordeaux preferably three as you will see. It is essential to carry the flood tide to Bordeaux and to arrive at an hour or so before high-water. The first stop after entering the estuary is Royan on the North Bank or Port Medoc (next to Port Bloc); opposite on the South Bank . Upstream next are the two initial best places to stop for the tide change. Either at Blaye (Pontoon) or at Paulliac.(muddy Marina !)

So in January I sent plenty of E mails to the Port Authorities in Bordeaux and planned an overland visit to Bordeaux itself to see the old Submarine Base which is the official converted and currently tatty Marina for Bordeaux. We have a Charante house near the Gironde outside a small town called Gemozac so hence the January trip by car to Bordeaux. In January the Marina offices were closed but I saw the two lock gates and the waiting pontoon outside the first Lock

I was now armed with this local knowledge and a copy of the Marina and Submarine Lock gate opening times (January). Each week these are published on the Internet for the following week. We had an objective and a plan. In January and February the Crew List for the outbound legs and return legs were organised. In March ANAKAO was antifouled, polished at the Port de Perun near Auray and ANAKAO was recommissioned and back on a mooring.

The SUMMER CRUISE. July and August

On Sunday July 16th the First Crew; Peter, Richard, Ed and Charles all met at the Portsmouth Ferry Terminal and went on the Fast Cat to Cherbourg arriving at 1900 hrs.

We were at Perun by 2200 hrs and had an interesting torchlight row out to ANAKAO, bought her alongside the Workboat pontoon in the dark and transferred our kit aboard and retreated

promptly back to the deepwater mooring before the ebb ran quickly; all ready for a dawn start!

Monday 17th July; Morbihan to Ile D'Yeu .

0600 hrs; We slipped our mooring leaving the Optimist rowing dinghy complete with mooring warps across the thwarts and motored down the River Auray branch of the Morbihan and passed Port Navalo and hour later; we were on our way mostly free of rocks!

The Wind was NNE 3 to 4 knots so we motor sailed for 9 hours to Port Joinville with full Main and Genoa; mooring on the main visitor Pontoon at 1630 hrs. Days run 55 n/miles



The Entrance to Port Joinville (Ile D'Yeu).

The Marina is around the Port Mole and on your left hand side and comes up quite quickly.

Lots of ferries and fishing boats coming and going –3 knots limit except for fastcat ferries!

Tuesday July 18th We hired bicycles and toured the Island visiting the Lighthouse; which gives you spectacular views of the Island and in the distance the Vendee Coast.



Inside the lighthouse; Nearly 100, steps! The lighthouse was rebuilt in the 1950's after the Nazis blew up the two hundred year old original in 1944.

We completed our lighthouse tour and then cycled the longer 5 km leg to Port Meule where we had a delightful lunch- al fresco. Dinner on board as there is only one good restaurant in Port Joinville and that is sometimes iffy. Saving our funds for St Martine!

Wednesday 19th.

We slipped our lines at 1000hrs and set full main and Genoa. Later we set the Spinnaker for a couple of hours for the 5 hour passage, with a SW 4 to 5 wind to Les Sable D' Ollone.

We Moored in the old Port and original Marina at 1500 hrs after pleading with the Capitainerie not to banish us to the new big marina on the D'Ollone side. This one is called Port Olona and is characterless. We shopped in the mini market about a mile away then had coffee overlooking the beach. We eat on board as the Café's here are for tourists- poor service.



ANAKAO with her Cruising Spinnaker set, engine off for a couple of hours during the morning; in light winds under F 4 we add another Knot. Over just setting the genoa.

Commented [P1]:

Thursday 20th July Les Sables to St Martine, Ile de Re.

At 1000 hrs we motored out of the Marina and set course for St Martine, Ile de Re. A relatively short passage of 4.5 hrs and we moored at the fuelling jetty at 1330 hrs

Rafted up with five other yachts and were pleased to get in early; before the inner moat is full and the lock gates shut.

St Martine is useable 3 hrs either side of High water. On the higher tidal the coefficients they are open longer. The times are published in Bloc Marine which I buy annually for my Biscay cruising, although I have Reeds on board every three years or so and the Two (North and South) Biscay Pilot books. Manoeuvring in St Martine has much improved since the fitment of a Vetus bow thruster!



The Outer harbour at St Martine.

We rafted alongside, in the Visitor End near the lock gates and Capitainerie. As usual about six across by the time the gates closed in the evening.



St Martine. At this time of the year it was magic, hot July Sun and a great buzz.

Days run 25 n/miles

Friday July 21st St. Martine to Arse on Re.

1000 hrs. Ed left us by Taxi for La Rochelle Airport. His second trip on ANAKAO and he is thoughtful and great company.

Slipped moorings at 1345 for the short but interesting navigational passage to Arse on Re. We crossed the Sand bar at 1430 and motored very carefully up the twisting channel to the Marina a km. walk from the Town.

Arse on Re is also an excellent cycle trip from St Martine. I have done this with various crews going to Arse on Re for lunch at the excellent Café du Commerce; run by a Frenchman and his Canadian wife. The standards of food and service have remained good here for years

The two hour cycle ride is along dedicated cycle tracks along the coast by the Oyster beds and then through vineyards and on past the Salt pans and into Arse. There is a very distinctive Church spire in the town with a black top to aid navigation. You can see it from many miles away. Days run 7 n/miles.

Saturday 22nd Arse on Re to St Denise –Ile D'Oleron.

Slipped moorings at 1430 (and motored to the North End of Ile de Re passing under the long (3km) road bridge at 1600.

We had a tight tidal window to be at St Denis by two hours after H.W La Rochelle (1705)

We did the passage comfortably mooring in St Denis at 1730. We managed to moor on an outside berth for an early start next morning.

Days run 23 miles 3.5 hours

Sunday 23rd July St Denis to the Gironde and Royan.

Slipped our mooring at first light 0615. Today was a long haul on one tide to Royan up the mighty Gironde; 46 miles from St Denis and I allowed 8 hrs with 4 hours to the Fairway Buoy off the Gironde.

We arrived off the Fairway at 1100 hrs (Just before low water) on an overcast day with a W5 and swell. We reefed down the main an hour before turning into the Gironde .We had a very uncomfortable and even larger swell for half an hour before the Fairway buoy and also the first 6 miles up to no 4 Buoy which took another hour.

It is Essential to navigate with a visual on each buoy as the channel moves and is re-buoyed each spring. GPS and charts are not good enough. There is a massive Sand Shoal off the Point de la Coubre; Near La Coubre Lighthouse. This extends 3 nautical miles SW towards the main shipping channel. Under no circumstances cut the corner. There was a motor boat with day fishermen coming out from La Palmyre and they past us, then turned round because of the swell. We in ANAKAO being a 42 ft yacht with self-draining cockpit and high topsides had a distinct advantage! As you near the coast line off La Palmyre the chop in the channel settles down and we felt quite a sense of achievement. I have been in and out of the Gironde now ten times but like the Needles Channel and the Shingles I have a healthy respect for it!

We motored into Royan at 1400 hrs and moored as directed by the very helpful Marina staff.

Days run 46 miles 7 hrs 45 mins

Monday July 24th Next morning we all went to Royan Railway Station where Charles took a train via Saintes to La Rochelle for his late afternoon flight. Shopping for Richard and me, including a trip around the recently restored Royan Cathedral. Very distinctive and built in the 1950's to celebrate the rebuilding of Royan after Nazi WW2 occupation .Unfortunately they used Sea sand in the construction and have had continuing problems with the reinforced concrete.

Inside is quite stunning with beautiful stained glass windows and acoustics; although from the outside it looks like a set of Massive Organ Pipes.

Tuesday 25th July.

We left Royan on the afternoon flood tide at 1500 hrs for Mortagne ; which is only accessible one hour either side of H.W. 14 miles from Royan past the Ancient Medieval settlement of Talmont which was fortified by King Edward 1st.



Talmont a medieval crossing point on the Gironde for Pilgrims.

We moored safely in Mortagne at 1730. We dined with my wife Christine and friend Janet at the Café du Port. Our Charante house is ten minutes away—by car. This is the closest Port to our house. 13 days by sea; which I did once!



Mortagne Marina. Very tranquil.

Days run 14 n/Miles 2.5 hrs

Weds 26th July

We slipped moorings as soon as the automatic lock gate opened at 0650 and used the half of the flood left to navigate successfully up the Gironde with the full flood tide; to the Citadel fortress town of Blaye arriving at 0930.

We moored at high water on the visitor pontoon at Blaye where an 18ft aluminium workboat was so badly moored up it took up 80 foot of pontoon jetty on the town side.

Eventually the Capitainerie staff moved it 20ft upstream to allow us to moor safely and before the ebb started. Safe mooring on this part of the Gironde is essential. When the Ebb was in full flow in late afternoon it was whizzing out at 6 knots!

This was the second visit to Blaye, but not again by yacht. Next time I will use the Marina at Paulliac on the Left Bank and diagonally opposite; which although it is silted by the entrance, has deep water inside on some berths. Paulliac can be entered about three hours either side of HW. We have been here twice times before, so it is on balance preferable to Blaye.

We had lunch in the Blaye Citadel Restaurant which was good and walked around the citadel in the afternoon in Blaye in the pouring rain. Still worth the tour as the Citadel was built by Vauban and has and still is being renovated. Great views up and down the Gironde and across to the Medoc.

Days run 24 nautical miles; 3 hrs on the flood tide!

1. Thursday July 27th Blaye to Bordeaux 28 miles.

We carefully warped off the pontoon at 0715 and motored across the Gironde, keeping an eye on the depth and passed between the two islands of Ile Nouvelle and Ile Pate and on up river towards Lamar on the South Bank. The ferry was docking there, so plenty of water. I realised we were going the wrong side of Ile Vert so checking on the full scale chart of the Gironde and Garonne turned 180 degrees to pass the Western end of Ile Verte.

We then grounded on some underwater stones (the training bank) about 20 metres west of a training bank marker, for twenty minutes but came off on the rising tide. On our way again, a

bit red faced but no water in the bilges. There is nothing on the chart to show a training bank but just the green marker poles and we were to the west of the third! Give Ile de Verte due respect!

The rest of the fast passage was uneventful except that the brown and silted water played up with the echo sounder all the way to Bordeaux. The Gironde divides into the Dordogne and Garonne 10 miles before Bordeaux and once you are in the Garonne you pass lots of Chemical and Fuel storage depots on the North Bank as the Garonne curves to starboard

One passes the Commercial Port of Bordeaux to port and then under the Pont d'Aquitaine (Bridge) and you are nearly there. We duly arrived at the brand new Pontoon at the Cite du Vin on the Starboard side and in front of the new Chaban Delmas bridge at high water. You cannot pass under this bridge.



Pont Aquitaine.OK to pass under.

The arrangements for our berth were made with the Bordeaux Metropole city authorities and we eventually contacted them beforehand in June via the Capitainerie who told us then the Locks would be closed for maintenance of the Marina on July 27th and 28th. Anyway the new pontoon next to the Cite du Vin looked good.

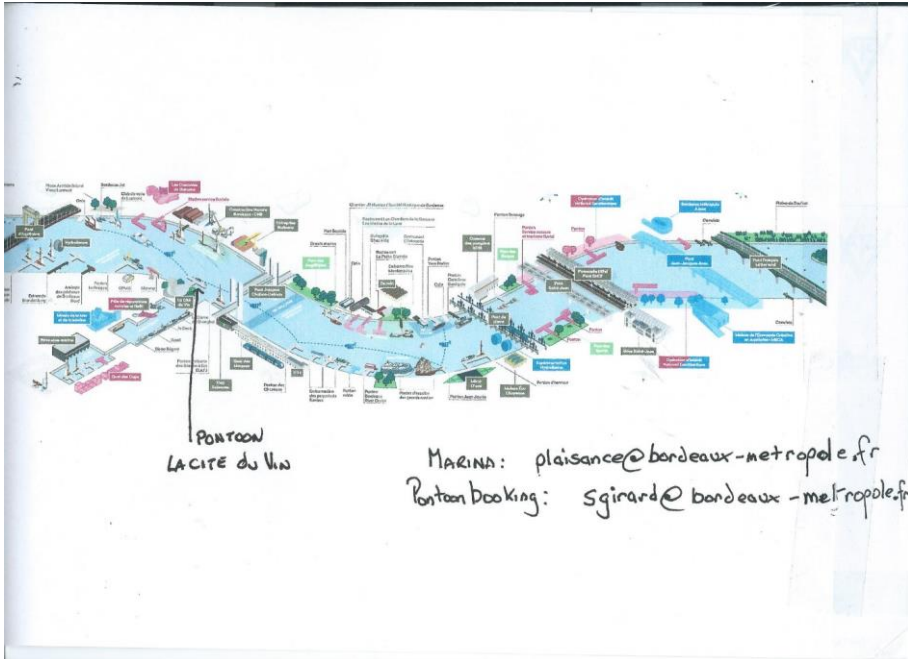


The new Chabon-Delmas bridge that does not lift for yachts!



ANAKAO moored snugly on the inside of the new pontoon. Behind us is room for about six yachts.

Ferry berth on the outside.



Chartlet showing Bordeaux and details of Bordeaux-Metropole. They run the Pontoon, Marina, Ferries and the new fantastic Trams.

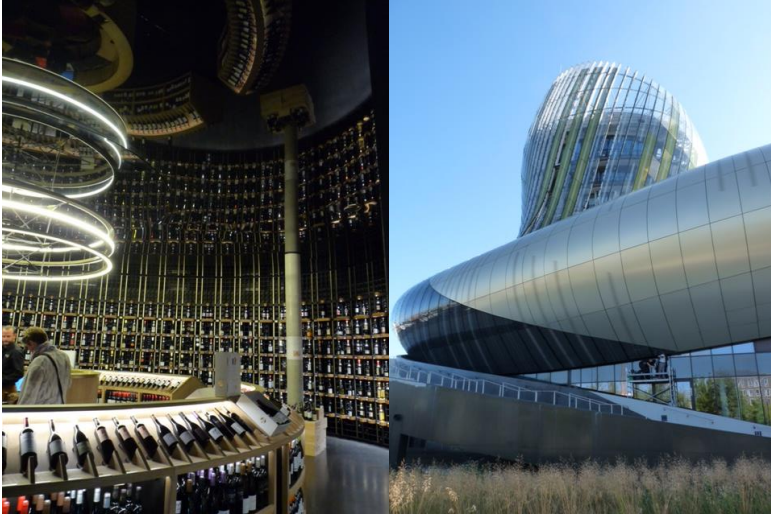
Having moored and paid our dues to the roving official from Bordeaux Metropole plaisance.

Note: We had pre booked our berth through their office either plaisance@bordeaux-metropole.fr or sgirard@bordeaux-metropole.fr

After mooring up safely, warp and correct spring setting is essential; we visited the Supermarket in Baclan nearby and returned with our stores to ANAKAO. In the afternoon we took the fast Ferry cat from the otherside of the pontoon direct to the Bordeaux City pontoon (20 mins) for the rest of the day. The return was by tram- It stops outside the Cite du Vin – another good reason to moor here.

At 6pm we met up with our inbound crew Ken Goddard who had flown into Bordeaux Airport that day. Dinner in the city at a Brasserie by the Bourse, on the left riverbank and by the new fountain. An excellent day and mission accomplished.

Friday July 29th. Bordeaux to Port Medoc.



The new Cite du Vin.

We visited the Cite du Vin after breakfast and were ready by 1015 to slip our moorings before high water. Our navigational challenge for the day was to reach Port Medoc - 58 miles away .

We passed the French Navy's attempt to emulate HMS Belfast with The Colbert. After a few sad years of neglect in Bordeaux as a Tourist attraction (from 1993) she became uneconomic. On our trip downstream we photographed her, tied up alongside a berth in the Commercial

port. She is a Missile Cruiser and was built in 1956.



In August the Colbert finally went to the shipbreakers. So this is one of the last pictures of her



Missile Cruiser Colbert from astern.

Our uneventful return passage all the way to Port Medoc near the mouth of the Gironde took us 6.5 hrs. Not bad – an average speed of 9.5 knots and during the last hour we were against the flood ;but of course in a much wider part of the Gironde between Royan and Port Medoc.

This speed just shows the power of the tide on the mighty Gironde and the need to use it! We moored in the relatively new and spacious Port Medoc Marina and the skipper decided to inspect the keel and a glance at the rudder showed a great chunk had come off one side ! Oh dear.



Diving to inspect the keel and rudder at Port Medoc; the first time we had clean water for four days.



Rudder damage when ANAKAO was lifted out 5 days later at Port Cruesty.

Total distance run 58 miles 6.5 hours

July 29th Saturday Port Medoc to Bourgenay in the Vendee.

With a Sunny day and wind forecasted to be maximum of F 4 we decided to motor sail using reduced main to the Vendee as the following day had stronger winds from the West. Instead of visiting St Martine which would be very busy in August and would have had problems with tides for the lock gate. We opted for Bourgenay on the Vendee coast 5 miles South of Les Sables. We also did not want to sail hard on the wind as we knew a chunk was out of the rudder and did not want to break off the remaining bottom third. So sailing back to the Morbihan with minimum rudder pressure was essential for the next few days.

Slipping our lines at 0750 meant we were out through the channel on schedule and passed the Fairway buoy by 1045 - low water; having completed the first 26 miles.

A long day with wind shifts but we kept the main up all day and reached Borgenay Marina by 1730 hrs. Moored on the visitor pontoon and eat on board with a walk ashore later. The main Bistro here has deteriorated from two years ago.

A long long day 10 hrs; 84 miles but the steering was still OK.

Sunday 30th July Bourgenay to Port Joinville Ile D' Yeu.

The wind was again on our nose and F 5 so we gingerly set off for the 5 hour passage to Ile D Yeu. An unpleasant swell for an hour after we left Bourgenay as it was now the lee shore. We were relieved as we made Port Joinville by mid-afternoon in time to get a rafting up mooring alongside the far pontoon on the visitor's section of the Marina. Then ashore to one of the Seafront Café for a sundowner.

Monday 31st July was a passage across the Loire Estuary to Piriac . 48 miles 6 hours

We left Port Joinville at 1015 and had an uneventful passage to Piriac; arrival was in the middle of a local festival!

On the last day of July, The town /village of Piriac declares **Christmas Day** with an afternoon procession through a much decorated town. I am not joking as the photographic evidence is here.



July 31st Christmas Day in Piriac.





Father Christmas en passage.

Tuesday August 1st Piriac to Penerf and the Morbihan.

We left Piriac at 1015 with sufficient depth under the keel to clear the sill.

We sailed over to Penerf which I had not visited before and navigated successfully up the river to a visitors mooring for lunch.

You can row ashore here and buy fresh Oysters for lunch.

In the afternoon we motor sailed to the Morbihan and up with the flood tide to Ile aux Moines; one of ANAKAO's favourite spots in the Morbihan.

Days run 25 miles 5 hrs

Wednesday August 2nd Ile Aux Moines to Vannes

Slipped our mooring at 1155 and took the flood up to Vannes over the new road tunnel and through the lock gates mooring at 1345 on the visitor berth.



The medieval walled city of Vannes



Vannes Marina below the city gates.



Keeping ANAKAO in the Morbihan means that on most trips the crew can visit Vannes, you can see why. It is a truly magnificent Bretagne Cathedral Town and pays great respect to La Duchesse Anne. She married the King of France Charles V111 in 1491 and when he died his cousin Louise X11 in 1499. The only French Queen to marry two Kings!She had several children many of them stillborn and only one survived childhood; Rene of France 1510 to 1574. By marrying two kings of France she kept a lot of her inherited wealth and power for the Brittany people. Today Brittany still remains fiercely independent and often on July 14th^h Vannes celebrates the life of Anne; with a huge pageant through the town and then a spectacular firework display from the castle walls.

Thursday August 3rd Vannes to Ile Aux Moines 8 miles 2 hours.

Left Vannes at 1420 when the lock gate was opened and motored to Ile aux Moines for the night .Spent the evening ashore.

Friday August 4th Ile aux Moines to Port Cruesty 8 miles 2 hours.



Port Cruesty 1100 hrs for the end of voyage lift out.



Ken inspecting the rudder damage, apparently the two halves of the blade were bonded using gelcoat instead of pure resin. Not the cause of the failure but contributory? When we grounded the bow lifted and the boat sits back on the rudder which is only 75mm shorter than the rudder. With careful windward sailing we kept the pressure off the blade and made it safely back to Port Cruesty

The yard and Capitainerie have been so helpful, I am staying there for 2018, but that is another story!!



Rudder repaired for the next September Cruise.



Happy Skipper.

The Total Cruise was 498 miles and our visit to Bordeaux was achieved with a few adventures along the way, but that is sailing.

Skipper Peter Fryer

First Mate; Richard Warren whole cruise (part time chef)

Edward Hellings; to St Martine, first leg –excellent company and now very competent crew.

Charles Francis; to Royan , 1st and 2nd leg (part-time chef) and also a very competent crew.

Ken Goddard; Bordeaux to Port Cruesty; Return passage. (Chief Engineer)

Peter Fryer; Skipper and Owner ANAKAO January 2018.