

Verity Log 2016

We had a late start this year after a great week at The New Inn on Tresco in the Isles of Scilly and a ten-day cruise from Copenhagen to St Petersburg together with Rod and Sue Perry so we didn't arrive on board until late afternoon on **28th May**.

Daughter Freya, Zach and Freya's friend Damian (now fiancé!), from South Africa, were with us and it was great having so many hands helping with the luggage, passarelle etc. After a supper ashore the following morning we woke to a stiff SE'ly breeze so the day was spent shopping for stores, sorting the dinghy and outboard and with no boat alongside Zach (aged 6) spent most of the day sitting in the dinghy in what he called the 'little motor boat'! Luckily on Monday morning the breeze had settled and after Damian had been into the village to sort a T Mobile sim card for his i pad we motored the 6' NW to Primosten where we secured to a buoy (300 Kuna) just off the harbour – a lovely spot. Freya had bought a paddle board out with her



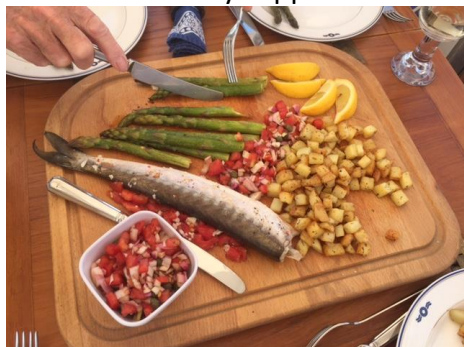
and this was pumped up and launched - even Mike had a go on it – very good core stability! We had an excellent supper ashore in a taverna on the water's edge so Zach was quite happy especially as Damian was teaching him to skim pebbles. We were all enjoying Primosten so decided to stay another day and Freya and Damian went off for a morning walk, coffee and shop in the local market while Zach stayed on board with us but was very excited when Freya and Damian arrived back with all the correct fishing gear including a tackle box much to Mike's delight – always a place for

everything and everything in its place!

On 1st June, in calm we motored 7.5' in NW to Tijat and after anchoring the afternoon was spent on the paddle board complete with fishing rod, net and bucket! Disappointingly at the end of the afternoon we only had the fishing rod left but we had actually caught some small fish – great excitement even though a seagull (!) snatched one off the line as it was being hauled in – complete with hook. Zach learnt that he had to reel the line in much more quickly! The breeze picked up late afternoon, contrary to the forecast, and was blowing into the anchorage so we motored 2' south to Zlarin and anchored in 10/2 off the harbour and had supper on board. The next day Freya had paperwork (work follows you everywhere!) to complete so she went ashore and settled into the very nice taverna at the end of the town quay with plenty of coffee and very good WiFi! Meanwhile Damian and Zach went off out of the bay in the dinghy and spent the morning fishing and we all joined Freya for a lunchtime snack. In the meantime, Mike and I had moved across to anchor on the east of the bay after a grumpy ferry captain had shouted at us for anchoring where we had always anchored but now considered to be in his 'exclusive'

manoeuvring zone. That side was not sheltered so we finally settled on one of the laid mooring buoys – early in the season no mooring fees collected!

3rd June was Freya's birthday and she ended up with a 'one off' birthday lunch as Damian caught a very nice fish while we were sailing under jib the 13.6' SE back to Marina Frapa. Mike was very impressed that the fish was cleaned and washed on the sugar scoop stern while underway – he thought perhaps he was going to have to do it and what's more Damian cooked a splendid fish lunch! We had a birthday supper in the village including



cake organised by Damian. Mike and I



cycled into the village and the others went early to explore with the dinghy. When we cycled back after supper expecting the others to have arrived before us there was no dinghy on the stern but laughter could be heard across the water towards the village which

increased the nearer they got to the marina – they had had to row all the way back as the outboard would not start! Sadly next morning their taxi arrived at 0800 and we had to say goodbye after a wonderful week – only 32' covered but great fun.

Mike and I then spent the weekend sorting Verity, shopping for stores, cooking, cleaning and laundry etc before Tony and Liz Mount arrived on Monday evening, a little later than expected at 2215 (airlines!). Ivo had checked over the outboard and cleaned the spark plug and adjusted the idling speed so we were all set to go at 1145 on **7th June** and set off in a NW'ly direction for 13.8' to Zirjke, motoring then motor sailing in light W'ly winds and securing to a buoy (200 Kuna) for a quiet afternoon. Mike went off in the dinghy to do some soundings and we saw him settle on a buoy just off the taverna quay in lovely turquoise water. His signals clearly meant us to motor across so Tony released the buoy despite his reservations having a lady skipper for the 200 yard voyage! Mike very kindly took the mooring line! We had a very simple but enjoyable supper ashore – the Zirje taverna is like most, it is family run - no menu - fish or meat, wine or beer being the only questions!

8th June we left the buoy and motored then motor sailed 21' in light W'ly winds NW towards Zut, exploring various bays on the way, before securing to a buoy in Hiljaca. A lovely corner and a good meal but slightly spoilt by the overzealous owner wanting to chat while we were eating. As we motored out the following morning we noticed a new taverna with buoys just round the corner and will try there next time – see later drone shots! Luckily the wind was E x S 7/8 kts so the cruising chute was hoisted for the start of a TM cruise – 16.6' to Brbinj where we anchored and I swam a line ashore – wonderful spot! (a TM cruise means max speed 3 kts as per Tony Mount in the Solent but this time no cricket to listen to!) Some of us had a quiet afternoon while Mike successfully replaced the pump head on pump 2 of the Spectra water maker so that we could start making water! We had a lovely evening on board

after everyone had a swim with only one other boat in the anchorage. We had to drag ourselves away on **10th June** for our 10' north trip to Molat. Once again we had a gentle sail with the jib in light S'ly winds and we were alongside the little quay in Molat at 1425 for a late salad lunch and quiet afternoon. Time for a celebration supper ashore – we intended to walk to the taverna at the head of the bay but as we walked past a very well presented small one that looked so inviting (Konoba Vitlac) we stopped and had an excellent meal there including an 'amuse bouche' and decided to re-visit the next evening as Tony was very keen to see England play Russia in the European Football Cup. During the day, we walked in overcast skies a fair distance (3 - 4') to Brgulje and I was most relieved to find a taverna open for a salad lunch as the whole area looked quite deserted due to the S'ly wind blowing directly into the bay. In the evening we all sat and watched the football while we ate and thought England had won until the Russian's equalised in the final minute – Tony was not impressed!

We walked across to Jazi on the east of the island the following morning and it all looked rather run down, luckily we got a few fresh provisions from the village store on the way back but when we returned to Verity the wind had strengthened and veered to the west so Mike decided to turn Verity round to be head out and a Swiss couple helped by taking our lines as we came back alongside. For the third night we had a lovely supper at Konoba Vrtlac. (3 nights stay 1382 Kuna including 100 Kuna for 100 L water).

13th June we sailed with jib 13.5' SE in N'ly 6/8 kt winds – yet another TM cruise! We looked into Zverinac and Sestrung but decided to sail onto Brbinj and repeated our 'drill' of Tony on the anchor, Liz paying out the shore line and me swimming – all very slick! We had another magical evening with drinks and canapés on the after deck! In the morning we walked across to the northern bay where the ferry berths buying some fresh lettuce, white cabbage and fresh potatoes from a stall outside a local cottage. Sadly Tony and Liz's trip was coming to an end and we weighed anchor and sailed the 12.2' in light southerly winds eastwards to Olive Island just opposite Zadar where we anchored in the bay off the marina. We all went ashore to explore the new marina – all very smart but at €85 per night we were happy with the free anchorage and supper on board!

15th June in brisk W'ly winds we sailed 4' E across to Zadar and after a second attempt and with help from a passer-by (short berth and wind blowing us off) we were alongside in the Tankerkomerc Marina – once all secure the mariners appeared and luckily said we could stay there for 2 nights. The forecast was for near gale S'ly winds for 48 hours so Mike spent some time making sure Verity was secure. After a quiet afternoon in the sun we all enjoyed a glass of champagne thanks to Tony and Liz and all recalled our 'champagne moments' from the trip. We were then taken out to dinner after a walk round the old town of Zadar. In the morning, we all had coffee ashore and visited the wonderful fresh market for stores before returning to Verity for lunch – Tony and Liz's taxi arrived at 1430 – the end of 10 very enjoyable days.

The strong southerly winds continued as forecast but luckily eased the next morning and after a trip into Zadar we did a complete wash down to get rid of all the red Saharan sand covering the decks. We left the marina at 1330 en route to anchor in Preko but it wasn't sheltered so we sailed 9' south with the jib and anchored between Uglan and Pasman 20/5 and had a very quiet evening. After some investigation Mike finally decided that the odd rather troubling red warning lights indicated a problem with the batteries and after another voltage check decided that batteries 4 and 7 were pulling the others down. Knowing that friends Eddie and Fi were in Marina Hramina in Murter Mike called Eddie to discuss the issue and it was decided that we would leave early the following morning to arrive at Hramina's workshop at opening time as normally on a Saturday as they would close at lunchtime. We left at 0605 and motored 20' in calm arriving at 0915.



Eddie had contacted Tome of Jarušica and when we contacted him he was unsure if he could help as it was 'charter change over day' however we had a phone call at 1330 and Mike was instructed to pick up one of his technicians. Lovre (age 25 ish) was most efficient with good English and confirmed that we needed new batteries – ugh. These would be ordered on Monday, arrive on Tuesday and be fitted on Thursday as Wednesday was a public holiday. Lovre said it would be possible for us to continue careful monitoring and charging using the Whispergen so at least we could sail off until Thursday. In the evening we had a drink on board Kantara before supper ashore at Bobos – walking distance of the marina. Sunday was spent quietly and in the evening once again we took the dinghy across to Kantara and met up with Di and Barry Keeton, who had arrived that morning. We all enjoyed a drink on board John Chandler's new Dutch built motor yacht 'Delphinium' – splendid! Eventually (!) we all supper in the village square. Luckily there was a vicious thunder and lightning storm while we were eating and we just got back to Verity between very heavy showers – the dinghy was like a paddling pool!

20th June – our 46th wedding anniversary! We weighed anchor at 1530 and sailed, then motor sailed as the wind decreased then motored the 13' to Opat and moored

bows to the pontoon at 1820 shortly joined by Kantara. We invited Eddie, Fi, Di and Barry to celebration drinks before a splendid supper ashore – spaghetti lobster and oven baked fish with vegetables. Unbeknown to us when music started playing Lady in Red a plate of celebration cakes and a candle appeared for our anniversary – we all got up and danced to the strawberry moon! The first time there had been a strawberry moon since 1967 (a full moon on the summer solstice) – a strawberry moon or sometimes called honey moon will happen next in 46 years' time on 20th



June 2062 so we will miss it! After a slow start the next morning we walked with Di and Barry to the top of the hill – quite a walk but the views were spectacular and well worth it. Needless to say, after that we needed a cooling drink and ended up have a snack lunch, arriving back on board at 1600! It was decided that we would only have finger food that evening which was just as

well as Croatia were playing Spain at football and there would be no service during the match – luckily Croatia won!

After morning swims, we said goodbye to Kantara, left Opat and had a lovely three-hour slow sail with the jib back to Murter anchoring off Marina Hramina at 1330 – 20/4 there was a brisk NW wind all afternoon which eased in the evening and we had a quiet supper on board.

23rd June – new battery day and probably more importantly Referendum Day at home! We weighed anchor and motored round to Marina Betina at 0745 and work began at 0915. Mike and Lovre cleared out the old separators and re-checked all the measurements for the new separations between each battery. These were originally going to be in Perspex which we had used as separators for the American gel batteries installed in Turkey but their guy could not laser reduce them so new ones were made from marine ply creating an air gap of 0.8cm between each battery. Because the connectors were slightly different Lovre made a negative busbar to take all the connections. The wiring was all very neat and Mike felt very relieved when it was all finished although it all seemed such a waste of money to bin 6 perfectly good batteries when only two of the gel batteries were the offenders, doubtless some local fisherman will have benefited from the surprise gift! By 1730 everything was tested including re-



setting the charger to reflect the different bulk charging voltage on the new lead acid batteries. The previous intermittent stopping of the combi charger fan was clearly due to the two dud batteries making the charger overwork. We had supper on board with food cooked from the de-frosted fridge having had no power all day!

24th June – shock news the UK voters had voted to leave the EU – lots of listening to Radio 4. With WiFi and BBC i player we motored from Betina and anchored off Marina Hramina to shop for stores before sailing 13.4' in WNW winds to south to Smokvica, sadly all the buoys were taken so we motored the 2' onto Opat and none of the buoys were occupied so we secured to a buoy (250 Kuna) and took the dinghy ashore for a 'finger food supper' and drink on the quayside – lovely! The following morning, we let go of the buoy and motored south in calm for 1.5 hours until the breeze kicked in and then sailed SE making 3- 4.5 kts with the code zero in SW 6 -8 kts! We secured to a buoy off Marina Frapa at 1550 after 5.5 hours and 24.5'. It was very warm indeed with little breeze so after cooling swims we had supper on board.

On 26th June, we released the buoy at 1105 after taking laundry into the marina and shopping for stores and outboard fuel and by 1135 the cruising chute had been hoisted after negotiations that it would be snuffed if the NE wind increased to 14 kts! We made good progress past west coast of Drvenik V and onto west coast of Solta when the wind did increase to gusts of 14kts as agreed the cruising chute was snuffed and the jib hoisted – Mike wished that he had agreed to an apparent not 'true' 14 kts! After 24.5' we anchored in 'Roman Bay' on Brac opposite Marina Vlaska – sadly one other boat was in 'our

ideal spot' but we spent a quiet night onboard. As the **27th June** was Mike's birthday we had planned to meet Eddie and Fi and Di and Barry Keeton in Osibovo just round the corner. We had a morning of admin and motored round after lunch and Mike received a rendition of 'Happy Birthday to you' from the six onboard Kantara as they had been joined by Jan and Graham Adam (RCC). They all joined us for a



birthday glass of wine before supper ashore at Captain Nikola's son's Konoba a short walk from the head of the bay. Great fun and the very simple but a good meal finished with a surprise birthday cake and more singing!

We were due to meet Tonci and his son Nikolo plus the Spectra Water Maker technician in Marina Agana so released the buoy after breakfast - luckily, we were able to sail the course for two hours until the wind backed from ENE to N then backed further West in two minutes! We anchored just short of the marina after lunch and after a 'quiet hour' proceeded into the marina at 1600. We were very relieved when we checked at reception to find that the new seals for the Clarke

pump for the water maker, which had been ordered from Fabio Podesta in Italy, had actually arrived.

As planned Tonci and Nikolo arrived the next morning to look at the leaking port saloon window. The first thing Nikolo said laughing was “two exits in one week” – it took me a few minutes to realise that he was not only talking about Brexit but also the European Cup Football! After some discussion it was decided not to take the window out but add a bead of white Sikaflex all-round the window – lots of masking up and the result was extremely neat but after four hours we tested with a hose and found that although the leak was much reduced the black rubber seal should be replaced. While waiting for the Sikaflex to dry Nikola had epoxied two small splits in the teak, one on the lazarette and one on the deck locker and replaced the cracked wedges of teak on the steps out of the cockpit. The two contractors authorised by Spectra arrived from Dubrovnik (3 hour drive) at 1300 and removed the Clarke pump and returned at 1745 having renewed the seals re-installed and checked them for leaks (2750 Kuna plus €150 for the seals). They had noticed two hairline cracks on the end caps saying that although they had used Loctite they would need replacing – we agreed to order from Fabio and replace next year. After a long day we had supper onboard and collapsed into bed! Nikola arrived at 0900 the next morning and removed the old rubber seal and after much more masking up it all looked very neat – total of €150 plus the 563.46 Kuna for the two night stay in the marina – 50% reduction midweek.

We motored from the marina in calm and secured to a buoy off Marina Frapa 15' later. On our way to collect the laundry we noticed that Charlotte and Mac were back in the marina on Ailsa and we arranged to meet them for a drink and supper ashore. We had a day of make 'n mend and Mike finished emptying the bilges after the leaking from the Clarke pump and cleaned and checked the primary strainer for the water maker. We had supper ashore at Marije's taverna – an excellent meal on the new Rogoznica paved waterfront.

The next day, **2nd July**, we took the dinghy to the village for stores then departed from Marina Frapa at 1030 and sailed in SW 8 -10 kts on a course for Krebela, a small island south of Zlarin. When we reached, it we decided that it was really only a lunch time anchorage so continued NW to Tijat where we anchored after 17'. We had a lovely calm evening, swimming in turquoise water and supper onboard. Kevin and Lindsay Podger, their daughter, son and 'other halves' had chartered from Zlaton and joined us for a lunchtime beer the next day. Lots of laughter and swimming before they moved on to join their flotilla. We stayed at anchor a second night.

4th July we weighed anchor and sailed 16' with the jib to island of Murter in NE'ly 14 – 24 kts and anchored for a quiet afternoon before drinks and supper with Colin Barry and partner Jane (RCC) together with a friend, Jeremy, on Sundance. Jenny and Roger Garlick were joining us and were due to arrive on 6th July so we spent the next day storing up in the large Konzum supermarket located right by the water's edge – very convenient with the dinghy. We then moved round to Marina Betina and

moored alongside – water and power for cooking and washing decks – luxury! (488.53 Kuna with power and water).

Jenny and Roger arrived by taxi from Split at 1115 (€90) and after unpacking and lunch in the cockpit we sailed 9' with jib in a light NW'ly breeze to Opat where we moored bows to the taverna pontoon and after a quiet afternoon and swimming we had a very good fish supper ashore (unfortunately rather expensive). Roger and



Jenny share the same wedding anniversary as us so whilst they had missed the 'strawberry moon' we felt we had to take them to Opat! The following morning, we motored again in calm up through the Kornati Islands, through Mala Proversa (the Katina cut) before being able to sail for a short while with the jib, arriving in Brbinj after 28' at 1600. We debated between securing to a buoy in the SE corner but finally

anchored with Roger swimming a line ashore in 'our' NE corner – lovely spot, wonderful swimming and supper onboard after drinks on the aft deck! We weighed anchor only to find it was snagged under something however after skilful manoeuvring and resourceful tensioning of the chain by the foredeck crew the anchor was cleared – this is being typed by the foredeck crew! We set a course for Skarda and motored in calm hoping for more than the light breezes forecast but decided to press on to Ilovic and 27.5' later we secured to a buoy off the village – a lovely spot! We had supper onboard (mooring 292 Kuna). We decided to stay a second day and after a walk had coffee ashore and later returned to the taverna on the town quay for supper – a relaxing day for all! Mike and Roger were avidly keeping an eye on the forecast as strong NE'ly winds were due the following week so we decided not to sail further north.

10th July we motored on a SE course for 23' down to Molat, again in calm and in anticipation of being able to watch Andy Murray play in the Men's Wimbledon Final! We moored alongside the inner harbour wall as he won the first set courtesy of the i pad and WiFi and were able to watch him win the next two although the TV in the bar was antiquated and right by the ice cream bar which due to the heat was in frequent use! Various people were in and out of the bar to see what we were watching – one Italian asked where we were from and when we said England he said 'oh you mean Brexitland!' (mooring alongside 450 Kuna including electricity).



After a walk up to the village shop the next morning we actually were able to sail SE for three hours with the cruising chute in WNW 6 – 8 kts then when the breeze left us we motored in calm for the final hour and anchored in Prtljng on west coast of Ugljan after 11' – a very slow day!

Being unsure of the anchorage at first it grew on us as we all settled down – swimming, Jenny rowing and a BBQ supper was a great success. Despite all the talk of northerly winds the following morning we tacked with main and jib in light SSE winds towards Mala Proversa eventually giving up at 1210 and motoring the last hour so that we didn't miss having lunch at the Aquarius Taverna (Katina Cut). We actually tied alongside the outer wall with 0.5m underneath after 20.5' and had a very cheery lunch. Needless to say we decided not to go far afterwards and anchored after 3' in Sipnate for a quiet hour and swimming before a relaxed evening – the boys had a light snack but Jenny and I didn't have anything!

13th July we woke to a brisk SE'ly wind so motored sailed with a reef in the main SE for about an hour until the wind veered to SSE when we were able to unfurl the jib and sail. We had hoped to stay in Smokvica overnight but once again it was crowded so we shook the reef out of the main and sailed eastwards passing Kakan, Kaprije and south of Tijat into Privic where we were very lucky to secure to the last vacant buoy the harbour being very crowded, a day's run of 26.5'. It was not long before the harbour staff were turning boats away as strong NW winds were forecast. In the event the wind continued to blow from the SE creating a nasty swell but we hung on knowing it was due to change. David Grimes on Artic Swan had arrived with a friend Brian who we had met last year in Maslinica and we all had supper ashore together and luckily by 2300 the wind had dropped and backed to NW – relief all round although there was a short spell at 0300 when the SE wind and the swell returned making for a very restless hour and a half wondering why we were there! Would you believe it for the first time ever Mike and I had ever



overslept and woke at 0845 – quite a shock but we were soon back on track after a quick swim before a late breakfast. At 1115 on **14th July** we set sail with the jib on a course for Primosten in W x N brisk winds of up to 24 kts. As we approached we furled the jib and motored into Primosten but there was quite a swell running and we decided to sail onto Rogoznica and secured to a buoy off Marina Frapa for lunch after 13.5'. In view of the strong NE'ly winds forecast and the buoys being a bit exposed moved into our berth after a slow lunch – the end of our voyage with Roger and Jenny! We were all disappointed that Primosten was untenable and decided to take a taxi there at 1730 for a walk, drink and very nice supper on the water's edge. Mike was especially pleased as the taxi was 100 Kuna each way and the mooring would have been 300 kuna! The next day the E x N 18 – 26 kts blew all day and the rain began mid-afternoon so we had supper onboard and the boys beat the girls at bridge!

16th July the strong winds continued but luckily the rain had stopped so we spent the morning walking round Rogoznica Island and having a light lunch at Lanterna

before a quiet afternoon and packing by Roger and Jenny. They kindly took us out to supper at Marije's in the village – we had to eat inside as the Bora was still blowing hard! **17th July** Roger and Jenny's taxi arrived at 0800 and we had a day of make 'n mend in the marina walking to Siesta for a pizza and salad supper – as we started to walk back we realised that the wind had finally stopped blowing and it was a beautiful clear night with a full moon!

18th July was spent in the marina, Mike doing paperwork and admin and once again we walked to Siesta for supper (hot prawn and rocket salad - their speciality). On **19th July** we motored from the marina at 1100 and sailed with the jib in E'ly winds for the 10' to Drvenik V and anchored 40/7. After a quiet afternoon we had supper ashore – a NE wind was forecast but in the end all remained calm. We weighed anchor at 1110 and motored into Trogir, moored alongside having rung and booked a berth. I packed and sorted bunks for James and Andrew Eady plus David Simpson for the pontoon team 'wash up' visit. We shopped for stores and I left at 0830 the following morning.

Michael writing:

21st July 0830 Barometer 1015.7, sea water 24.6, cloud nil, visibility good. Carolyn departed by taxi from the fort and I went back to finish odds and ends ready for the 'Pontoon Team' who I had asked to text when they were in the taxi. 1005 there was a shout from the quay and there was Andy, James and David! They put their kit on board and we had a brief tour of Trogir via the market to buy some limes for the Havana rum that David had bought! We had an early lunch, pizza and salads on the quay opposite the boat and at 1310 we left the berth (mooring fee 560 Kuna). The wind was S x W force 1 and we motored north with destination Primosten or Zirjke depending on how people felt. At 1500 we elected to motor on to Zirjke with an ETA of 1720. The weather was sunny, warm with flat calm. 1700 we saw 4 dolphins on the approach to Zirjke and as we approached Marti was in his dinghy and took us to the last buoy which was in their starboard hand bay. We booked supper for 1930, launched the dinghy and had a swim. The supper was typically rustic but good (another fish or meat'!) and then an early night after their day of travel and early start.

22nd July – Zirjke to Kornati Islands. Weather calm, barometer 1015.5, sea water temp 25.6 visibility good. 1030 after breakfast and a swim etc we set off for Smokvica. 1040 headed NW, wind SE force 2 and we hoisted the cruising chute making 4.3 kts in 9 kts of wind. 1350 Smokvica quay full so phoned and booked a berth in Levrnaka. 1400 hoisted chute again and had rolls for lunch en route. 1515 approaching Levrnaka, chute



smothered and stowed. 1530 moored bows to Taverna Andrija pontoon, dinghy down and swimming. We checked with the taverna that it would be OK to fly James's drone and he took some great shots. The taverna were very pleased when we showed them and asked if we could download them to their computers for eventual up loading on to their website. 1945 a great dinner ashore with the first of the calamari frites starter – at the end we thought David had disappeared to the loo but he was very kindly paying the bill!

23rd July morning swim breakfast etc. We took the dinghy ashore then walked to the turquoise bay on the west side of the island, had a good swim and James flew the drone getting some good shots.



Once back at Konoba Andrija we showed all the shots to them and they were very pleased asking for a further download. 1215 we departed in calm, barometer 1015 water temp 26 for the 'Katina Cut' with a plan to have lunch at Aquarius – we rang them and asked to berth on the inside of the outside pontoon and an

hour later they were there to meet us and take our lines. On the way up we passed super yacht Polaris without its accompanying stealth boat tender however as we approached the Katina Cut the tender came through clearly (not that we could see anyone on board as it was totally enclosed) bringing charterers and stores from Zadar. Lunch at Aquarius was so good that everyone agreed that we should book the local speciality, a lamb Peka, for supper. So more swimming and we stayed alongside overnight no stress!



24th July – morning swim etc and again James flew the drone after asking Aquarius' permission. They too were very pleased with the shots and we downloaded them to their computer. We left 'the cut' with much waving and headed north towards Iz, the wind now NW 3 - 4, clear sunny skies so with one reef in the main and full jib we had a great beat northwards anchoring on Iz's southern bay with a number of other boats. After lunch we explored the bay with the hand held sounder and like most of the bays it was very steep to – hence the buoys. 1400 weighed anchor wind now NW 5. We set the jib and had a great broad reach doing 7 knots south towards Hiljaca. 1615 the wind dropped to calm so we rolled



the jib and motored the rest of the way and anchored at 1630 30/7. The anchorage was quite crowded with a number of boats secured stern to the shore. Shortly after we anchored a motor yacht let go his stern line and picked up so we took the dinghy to check the depths as he had been in a beautiful azure patch of water. Depths were good so we moved in and David swam a line ashore. We all swam then relaxed with drinks on the aft deck at 1900 at the same time BBQing pork filet and cevapici while David created his own exclusive pesto pasta dish. It was so nice we decided to stay a second day and Andrew set about wiring up the new, extra battery monitor. He contacted various friends and we also spoke with Ian Cottam (Tipos). It was agreed that we need to connect the second shunt to the original shunt in series so we needed to find some copper connecting wires. We found this in our jump leads so dismantled them and used the braided copper to make the connections between the two shunts after shutting down all power onboard. After 3 – 4 hours all was completed and steadily all the systems were brought back on line. Great success after 2 years of it waiting in the wings! Having previously not enjoyed the meal at the taverna in the adjoining bay with Tony and Liz Mount the pontoon team decided to try the one in this bay. It was very busy and we had a really good meal for 1550 Kuna again Calamai frites featured heavily as a starter. By popular demand this seemed to be the form at every taverna!

26th July – south towards Primosten or Privic. 0800 it was calm, I pickled the water maker and Andrew looked for a website showing how to connect the engine batteries to the battery monitor something I had wanted to do for years! We found suitable wire and connectors and now we can monitor those batteries as well – great success. At 1000 during swimming we let go our shore line swung to the anchor and at 1030 picked up and set off south. 1055 we set the cruising chute as the wind was now a steady W'ly3. We had a great sail at 3.5 – 5 kts and at 1300 we had a buffet lunch eating up the ends of the fridge on microwaved bread (Finski loaf number 3 held up very well!) At 1500 we snuffed the chute at the bottom of Tijat and motored into Privic securing to the last buoy, we swam and I went ashore to book Konoba Punta for 1930 –the owner was sitting at pavement level, clearly not working but very pleased to see me. It was a great meal.

27th July – at Privic – 0800 we all swam then, as we only had 10' to go we went ashore to see the Faust Veranzio Museum. Faust had a holiday home at Privic and was famous for designing and building the first parachute in 1617. The museum is very well done and worth the 30 Kuna each entry fee. After coffee on the pier we returned to Verity, released the buoy and motored up wind due west as it was a beat back to Frapa and by motoring out towards Italy we could make one tack back – anyway gentlemen do not beat! We set the jib and the main, close hauled to Rogoznica, making 4 kts . We secured to a buoy, swam and after lunch moved into our berth. The mainsail cover went on, we washed the jib sheets and two mooring lines and the laying up process started. More swimming and ashore in the dinghy to Marije's taverna in the village at 2000

28th July – up at 0600 and started the usual laying up routine, laundry, fridge, deck covers on and Andrew went ashore for 0800 to order proper shunt wires from the

workshop so that we could re-instate the 'jump' lead. We were leaving the boat at 1300 and the electrician bought these at 1255 and it took 5 minutes to swap out with the cable for the jump leads – a tad nip and tuck! David and James had already gone ashore with the bags in a trolley and Andy and I left at 1300 to join them for a very good lunch in the marina including the last calamari starter. It was a great trip, everyone enjoyed it and a pontoon project 'wash up' completed. Total 113.05'.

Round 2

2nd September to 2nd October: (Michael writing again)

2nd September I arrived in the afternoon with a day and a half to sort out and buy basic stores before Jim and Nigel arrived on the 4th. The propeller had been cleaned off by the diver and the marina had given the decks a very good wash down. Tonci had lifted the port shroud again as it was starting to leak. This of course necessitated removing the forward holding tank. They also varnished the fiddles at the galley work top. Verity was spotless - you would not have known that anyone had been onboard except that the glasses were back in the wrong slots!

4th September Jim and Nigel arrived to great weather, little breeze, wall to wall sunshine, barometer 1015.7. So at 1300 we motored off to Primosten the plan being to try and make a fast run to the island of Losinj some 100' north before coasting back down to Trogir. On the way to Primosten we noticed that the boat speed log was not working due to growth and when removing the paddle wheel the whole cartridge came out with the forward alleyway apparently looking as though we had struck oil! After immediate plugging with my hand we inserted the impellor blank and cleaned the paddle wheel before reversing the process with an equally high spurt of sea water! Much cleaning up in the forward and two berth cabins and then wiping through with fresh water – lucky DS wasn't around – still the forward bilges are really clean now so worth the effort and all completed before arrival at Primosten! We had a great supper ashore at the beach restaurant after the first sun downers on board. The area outside the town main gate has been really well refurbished with great limestone details continuing all the way along the beachfront with trees and lighting. Whilst wandering around we met Amadeus (local taxi driver we've used since 2003 and his wife) which was a surprise. We had a good chat and then went back to the boat for a nightcap – end of first day!

5th towards Katina (Aka Mala Proversa)

Jim and I went ashore for additional fresh produce while Nigel was busy onboard. 1000 we slipped the buoy, hoisted the main with one reef and set a course north. Fairly heavy cloud cover and the wind NE force 4. 1330 thunder and lightning ahead, 1400 heavy rain squall force 6, 5 rolls in the jib more lightning and thunder close by, wind now NE force 7. We were now entering the Zutski channel with visibility in torrential rain down to 50m. Now in full oil skins, sowester, radar on, strong gusts and a tad healed! Luckily visibility lifted to give us sight of the small islands and the entrance to the channel, great and exciting sailing (no DS!) now 8 rolls in jib plus a 2nd reef maintaining a broad reach NW @ 9 kts in smooth water. The visibility

improved after the one hour of rain squalls and we had a glimpse of another yacht on our port beam motoring south. A small gullet making sound signals was behind us in the rain and reduced only slowly overhauling us due our 9 kts!

We decided not to stop at Katina but to use the wind and now clearer skies to continue to Brbinj



where we arrived at 1800 stowing sails and anchored 40/10



with our stern tied back towards the headland light in the shelter of the trees. Nigel acted as boat swimmer and with a fender floated the chain and line ashore. We only went in that corner as a local fisherman was laying his nets where we wanted to go but it was quite good as we established that this was the deepest part achieving 2.2m only 5m from the shore. A good quiet night after a well-earned

drink and a superb Magimix supper having made a day's run of 55' – very satisfying

6th September - towards Losinj – the wind was NE force 4 – 5 barometer 1016.3. 0945 slipped stern line and weighed anchor, set 2 reefs with full jib heading NW. 1045 wind increased so we put 5 rolls in the jib as now close hauled towards Molat. Sunshine and clouds but making 7/8 kts - again great sailing. 1215 rolled jib and motored up through the Skarda channel. 1240 set full jib and a course for Losinj, wind now N x E 4 – 5. 1325 wind backed to N x W force 5 so with storm clouds and lightning ahead this made Losinj a beat to windward and uncertain conditions so after a brief discussion we gybed round and made for Molat. After re-transiting the Skarda channel we rounded up in the lee of the headland off Molat, stowed the sails then motored across 1.5' to Molat town. 'Our ferry berth' was full with 4 boats so we moored bows to the main quay. It was generally a quiet night, one night stay 420Kunas. We ate onboard as the nice taverna on the quay closed up for the season.

7th September 1150 south towards the Katina with the northerly mission to Losinj aborted. 1150 slipped lines, gave berthing guy Igor 50 Kunas as he let us go and said 'see you next year'. Wind N'y force 3 and we set off with full jib and 2 reefs in the main. 1245 N x E force 5. 3rd reef in main, 5 rolls in the jib, wind increased to force 7 boat speed 9 kts, again another brilliant sail. 1400 we saw a pod of dolphins then two came and played on the bow for 3 or 4 minutes. The wind continued at force 6 – 7 all the way to the Katina cut. 1545 main down, jib furled all stowed and 1600 alongside the inside of the outside wall at Aquarius, tidy up, mugs of tea, wash down and chamois before aperitifs and canapés then ashore for private dining as we were the only people there! They were pleased to see us and we had a really good evening. Jim's evening call with Jean was interrupted and then aborted because there was too much laughter!

8th September – 0900 Jim went ashore for ‘facilities and coffee’ also to ring Jean out of earshot from Nigel and me after last night’s aborted call! 0930 The boys hauled me up the mast to install a new 4G aerial with great assistance on tools and advice from deck level – always useful at 50 feet! Having dropped an alan key which bounced on the deckhouse top they decided to move aft to sit on the two seats in the stern having regard for the fact that they did not have hard hats! It was a difficult job but someone had to do it and as we could not get the gas soldering iron to work currently it is a dry fix but the connection was good. However it did take two hours. 1130 back down and after much farewell to the owner, his sister and nephew we left and anchored off a small island south east of the cut for a swim and lunch. Due to a suspect volt meter we could not test the new aerial and so it was left in abeyance until Greg would be out later in the month. 1630 we moved south to anchor with shelter from NW to NE spoke with Greg but the connection was lost. We all swam, showered and had chicken casserole/fricassee/stew with great thanks to head chef Magimix. He did make it relatively spicy with unsurprising effects much later – however it was excellent. 2220 hands to bed after another great day.

9th September Weighed anchor, explored the other bay which had a taverna and was more sheltered in the NW NE winds but it was in the Kornati National Park and a fee would be payable (tight!). 1000 we hoisted the main with one reef and unfurled the jib with 4 rolls, 7/8th cloud wind NE 2 – 4. Probably too much reduced sail but after the last 3 to 4 days it was probably better to leave the reefs in and shake out later. 1115 cloud cover now 3/8th, wind dying, shook out the last reef and all jib rolls heading for Zirje 1200 wind died, dropped sails and motored 1.3’ back to Smokvica, luckily their little pier was empty so at 1300 we moored bows in, sails stowed, dinghy lowered and hands to swimming! Jim prepared a great lunch of avocado, prosciutto, tomato and a bottle of Rose and in the evening, we had pepper pot beef ashore which as usual was really fantastic.

10th September to Zirjke 1030 slipped moorings, motored to the outside islands of the Kornatis where we drifted, swam whilst awaiting the sea breeze. 1245 no sea breeze so motored at 7 knots on 118°. 1445 rounded up and entered Stupica, 1500 secured to buoy and swam. 1700, low and behold another RCC burgee flown by Modus Vivendi arrived. They picked up a buoy nearby and Pete came over in the dinghy to say hello. They were eating onboard so we said we would see them in Kakan at the Eddie Young gathering. We then went ashore for the evening, great supper of fresh tuna steak, pork cutlets, one litre of red wine, litre of water 500 Kunas. Very good value.

11th September to Kakan the long way! (i.e. Lymington to Chichester via Poole!) 1005 cruising chute hoisted sailing towards Primosten with the intent to gybe back to Kakan on a starboard reach. As it happened the wind backed 90° so instead of heading for Primosten we ended up pointing at Zlarin as the auto helm was on wind mode. A few yards off Zlarin, as the wind continued to back we snuffed the chute, set the main and the jib and beat back up wind towards our original destination, Kakan. Lovely sunny day, 3/8th high cloud, winds NW/W force 2. At 1500 we secured to a buoy near Modus Vivendi/Sundance/Delphinium/Sea Blaze and Kantara. We had

had 25' of good sailing to achieve a practical distance of 8'. The goal being to meet up for Eddie Young's RCC evening extravaganza (300 kuna per night) as the planned taverna did not have the buoy concession. If Eddie had been able to book the taverna in the other bay 300 Kuna could have subsidised the wine account!

12 September slipped the buoy at 0930, said our goodbyes, 0950 hoisted the cruising chute en route to Rogoznica, NE force 2-3 with clear skies. 1135 snuffed the chute after wind dropped and we motored to Rogoznica while I vacuumed throughout and made water to top up the tank in preparation for DS' arrival. 1300 secured to buoy and Magimix served a lovely plated lunch of cold meat, egg, salad possibly washed down with a cold bottle of Rose. Magimix and I went ashore to replenish supplies as supper was going to be onboard. We all had a swim and went ashore at 1800 to explore and have a sun downer. We met up with Bob and Claire at the first bar which rather ended the tour of the water front! But after a cheery drink we returned for pork fillets, a final onboard supper par excellence in the cockpit.

13th September at 0745 we rigged the emergency tiller and an operational debate took place over our first cup of tea. 0930 light airs calm, 2/8th cloud, left the mooring with the tiller being controlled by Jim and Nigel on a push pull system. 0945 after much debate we all agreed that a tiller extension would be useful. The design was decided, an outline sketch was agreed and the emergency tiller re-stowed in the lazarette. 1230 alongside in Trogir for pizza lunch, The DS arrived at 1745, approved the standard on Verity – a relief all round! Very kindly Nigel and Jim took us to supper at Idro.

Carolyn writing again

I arrived back on board on **13th September** to find Mike, Jim and Nigel in extremely good spirits alongside in Trogir having clearly had some great sailing with rather non-PC banter – I felt like an intruder! We were treated to supper ashore by Nigel and Jim and finished the evening with a nightcap in the cockpit. Their taxi arrived at 0800 the following morning and I think Mike was rather sad to see them go. After a quick visit to the market we motored 1.3' across to Razetinovac where we anchored and had a quiet afternoon before supper onboard. We had a morning of make 'n mend before motoring back across to Trogir mid-afternoon to meet Mario of Dustom sails in order that he could take a look at the discoloured area on the jib. Unfortunately being 14 years old, damp has got in between the laminate which may be able to be cleaned but the long term solution is a new jib in 2018.

Caroline (Mike's ex PA) and her husband Cameron arrived for a long weekend at 1015 the following morning and in view of the mixed weather forecast we decided to set off straight away and we anchored for lunch off one of the little islands off the entrance to Maslinica. We had booked a berth in the marina which would be available at 1700 but the bucks fizz ensured a quiet afternoon and all too soon it was time to weigh anchor and motor in. Much to Mike's delight we were asked to moor alongside but his delight soon vanished when it was discovered that our vignette was out of date and the marina has a policy of not keeping any boat unless the

paperwork is in order. After an anxious half hour we were told that the Marina Captain, Frane, known to Mike as he used to be the Captain at Marina Frapa agreed that we could stay overnight – great relief all round and we had a very rustic supper ashore. We had a nice morning walk round to Sesula before coffee ashore. Our plan had been to sail down to Milna where we could sort out our paperwork but as there was no wind we motored across and anchored off Krknjas on Drvenik V for lunch and swimming before proceeding into Drvenik V and anchoring. As we weighed anchor we were concerned that it was caught under a rock so Cameron stayed in the water and watched with a snorkel while Mike motored around the anchor until we knew it was clear to stow. We arrived in Drvenik V and anchored - all very nice until the ferry arrived and said we were in the way but in the end we ended up in a nicer spot behind a Halberg Rassey. We took the dinghy ashore for sundowners and then had supper onboard.

18th September we sailed towards Trogir and anchored just past the Krjnas inlet for swimming and lunch before we proceeded into Trogir and moored alongside in the late afternoon. We walked to Idro to have supper only to find it closed (Sunday evening) but we found a lovely little taverna very nearby. During the meal the ‘heavens opened’ and were grateful to be sheltered, that was until we set off for the short walk back to Verity!



There was torrential rain and the narrow streets were awash and as we approached the quayside the fire brigade were pumping flood water from the cafes and shops straight back into the sea just astern of Verity. Lots of blue and orange flashing lights as the rain continued for a few more hours and the water streamed out of Trogir’s main gate across the quay towards us – we have never seen

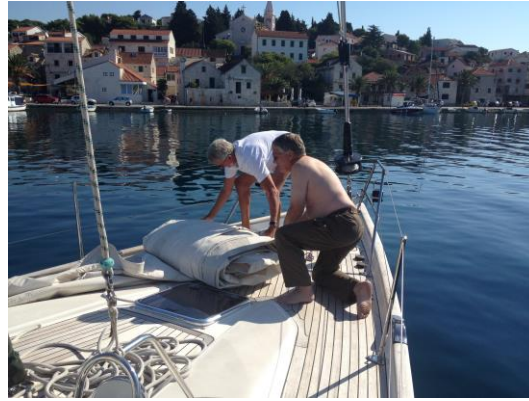


anything like it! We were pleased to wake up to calm and sun which meant the Caroline and Cameron could do some sightseeing before an early pizza and salad lunch ashore before their taxi at 1230. Only 30’ covered but good fun!

20th September we motored from Trogir then sailed with the jib in N’ly then W’ly light winds

and anchored in Milna at 1515 in order to sort out our vignette – the Captains Office closed at 1500 so we stayed overnight having supper onboard. On 21st September

Mike sculled ashore to sort the paperwork and we then walked over to Lucice and back via Osibovo. We then weighed anchor and motored round to Lucice – we hadn't been to that bay for some time and were surprised to be greeted by a mariner from the easterly bay who guided us to a buoy. We thought we would treat ourselves to supper ashore which was very good and when asked by the owner why we hadn't been there for ages we explained that his buoys had become too expensive at which point he took the 300 Kuna mooring fee of the bill for the meal so it all turned out reasonably that we stayed for another night – especially as we were given a VIP voucher for further visits and the next day was my birthday! We had a lovely lazy day in wonderfully quiet conditions as it was Friday – an end of a week's charter day and all the charter boats had returned to base! Mike mentioned it was my birthday so after a lovely fish supper we were given a bottle of sparkling rose which we shared with the only other couple in the taverna – a lovely evening!



We had to drag ourselves away from the bay on **24th September** as we were going to meet Greg Skelton, who originally fitted all our computer equipment in 2002, in Trogir. We spent the night anchored in Razetinovac and motored across to Trogir at 0915, collected Greg then motored to Sesula, secured to a buoy and Greg started work! First job was to make good Mike's dry connections to the new 4G aerial on the upper spreaders which he did by soldering. He then moved to the aft cabin to install the new router which enabled us to have both Vodaphone and T mobile sim cards – selecting the best signal from the computer. We had supper ashore and the following morning motored across to Drvenik where he completed the fixed installation by securing the router in the aft cabin desk locker. This enabled us to be at the laptop, see the signal strength on the router and select the best of the two sim cards – each of which is on 10 Kuna a day (only when used) for unlimited download and up to five users. He updated the laptop to Windows 10 also discussing changing our e mail address which we decided to delay until back in Lymington. The whole exercise was a real result after much frustration during the year with portable MiFi which sometimes had to be hoisted up the mast in a plastic bag to get reception – Verity enters the 21st century! We relaxed with supper on board before sailing in light W'ly winds 11' back to Marina Frapa the following morning. We secured to a buoy off the Marina but after supper on board due to the increasing NE wind moved across to anchor in shelter of the village. After a quiet night, we removed the jib early before any breeze appeared and moved into our berth after breakfast – the end of our 2016 season. We made the final notes on all the changes with Greg and he helped with ranging the anchor chain ashore for washing, drying and end for ending before we all had a salad lunch on board - his taxi arrived at 1300 – a most productive and satisfying (for Mike!) few days.

We spent the next couple of days laying-up for the winter, engine service, pickling the water maker, washing all the mooring lines and running rigging. During the engine service Marko suggested removing the injectors and taking them home for servicing which we did.

Charlotte and Mac from Ailsa came for drinks and we had supper at Lanterna together – very sad to think that that was the last time we went out together as Charlotte died, aged 55, on 5th January from cancer of the pancreas after 18 months of a very brave fight. We had been ‘neighbours’ in the marina for over ten years. Sadly, we could not go to her funeral in Inverness due to a previously booked ski holiday.

We flew home on **2nd October** after a most enjoyable sailing season.

Total mileage 1001.14’

Motoring hours in 2016 134.9 compared with 124 in 2015.