

2022 Newsletter SY MAYONA II

Newsletter 1 Test, 10.4.2022

A week on the sea

Executive Summary



Everything ok!

- o Visited 6 ports (La Rochelle, Sable d'Olonne, L'Herbaudiere, Pornichet, La Turballe, Haliguen (Quiberon)).*
- o sailed a total of over 200 nm*
- o Wind almost always between 20-30 knots and best sailing - mostly with 2 reefs*

- o Temperature unfortunately still below 20 degrees, but the Webasto heater is working*
- o Instead of Rösti and Bratwurst we eat oysters and langoustines or other sea creatures and drink Muscadet*
- o The ship has proven itself and almost always runs between 5-8 knots*
- o A challenge are the many stowage possibilities (it feels like there are over 1000 drawers, swallow's nests, lockers and other "secret compartments") - we haven't opened all of them yet and are happy when we find our own things again....*
- o All the spare parts and other ship's material will be inventoried and reorganised over time - so that it can be found when needed.*

Newsletter 2, 30.4.2022

On Sailingyacht (SY) Mayona II through the Bay of Biscay



With lots of wind and fun we sail towards the north

Since we started in Port Medoc (Gironne estuary) on 3 April, we have sailed over 500 nautical miles across the Bay of Biscay and moored in 16 ports. We have experienced winds of almost 40 knots and currents of up to 5 knots. Now we are in Saint Malo and enjoying a few days "sail-free".

The Bay of Biscay is the sea area off the entire French west coast and the Spanish north coast. The Bay of Biscay has a deep-sea section in the west, with water depths of up to 5000 m, which meets a northeastern shelf sea area that is only 20 to 150 m deep. The transition zone is extremely narrow. In this area, the notorious storm lakes form with wave heights of up to 15 metres in extreme cases. At the edge of the base, tidal current eddies form which, depending on the tide, set with or against the main wave direction. A wind and wave-against-current situation can become very uncomfortable and dangerous. This is one reason why the Bay of Biscay is known as one of the most challenging and toughest sailing areas. Well, we survived everything well, always prepared seriously for the individual sections and targeted the appropriate weather windows. We also always had a friend with us who gave us the best support. So we have sailed through the Bay of Biscay and are now entering the Aermel Channel area.

Besides all the "sailing cult places" (e.g. La Rochelle - with 5000 boats probably the biggest marina in the world, Sable d'Olonne - start and finish of the Vendée Globe, the toughest single-handed sailing regatta in the world, Lorient - with the submarine bunkers from World War II and the biggest sailing centre in Brittany with a museum shaped by Eric Tabarly.



Pointe du Raz

Highlights were certainly the two passages, on the one hand between Pointe du Raz and Ile de Sein, and the western tip of France and Ile d'Ouessant. All Inspector Dupin lovers should read volume 5 Breton Tide - it tells you everything about the island of Ile de Sein and other neighbouring islands. Unfortunately, this time we didn't dare to go to these exciting islands due to the tides and the weather.

Before Pointe du Raz, we made one last stop at a buoy in Audierne. The Central Society for the Rescue of Castaways was founded in Audierne in 1865. This is the French equivalent of the Swiss air rescue service. Raz is the Breton term for a particularly violent sea current. And suddenly it was there. Barely around the cape, the water washes through the strait between the coast and the offshore Ile de Sein at almost four knots (sometimes it could be 8 knots). The water becomes strangely choppy and we constantly look at our GPS to monitor the position and direction of our forward (or rather sideways) movement. We also keep an eye on the breaking waves, which is always where there are stones and shallows. If a strong north wind were to blow, this circumnavigation would probably not be possible... and the approach would be very dangerous.

The lighthouse at the Pointe du Raz defies all weathers and winds, and all the images of the waves sweeping over the lighthouse come to my mind - the force and power are unimaginable. But fortunately we have less wind than we have ever had on the whole trip and we manage this passage easily. For the onward journey to Douarnenez we have hardly any waves and favourable winds, so that we can also set our orange asymmetrical spinnaker for the first time and sail past the house of our friends in Douarnenez before we enter the harbour. After an extended Easter weekend in Douarnenez, we leave Douarnenez for Saint Malo on 21 March. Unfortunately, the wind was often against us, but there was more than enough. So we were able to test our boat again extensively with high waves and strong winds and find out that it can be sailed very safely and comfortably in heavy weather.



We sail into Douarnenez under asymmetrical spi

Saint Malo



Great harbour square in Saint Malo in front of the old city gates

Saint Malo, a town that was destroyed by the Americans during the Second World War. In the meantime, the historic town centre with its fortifications has been rebuilt true to the original and is one of the most visited places in France.

Furthermore, here you can experience one of the largest tidal differences in Europe with up to 12 metres difference between low tide and high tide, something that is always impressive to experience.

But the cultivated also associate Saint Malo with the famous writer and politician Francois-René de Chateaubriand. Whether the dish Chateaubriand was really invented by Chateaubriand's

personal chef is probably only a legend, but it is a fine dish nonetheless.



Sailors also associate Saint Malo with the corsairs feared by Dutch and English merchant ships, above all Robert Surcouf (1773-1827), who went on the prowl with his fast and manoeuvrable ship "Renard". Today, tourist excursions can be booked on a replica of this ship. Last Saturday, however, things went very wrong when this ship ran aground and 26 people had to be evacuated.

But sailors associate Saint Malo mainly with the Route de Rhum, a legendary single-handed sailing regatta that takes place every four years (140 boats will start again this year in late autumn) and leads from Saint Malo to Gouadeloupe over 6500 km or 3540 nm. In 1978, the fastest boat took just under 24 days. In the meantime, the fastest time is less than 8 days.

The Swiss (actually a dual Swiss-French citizen) Laurent Bourgnon from La Chaux-de-Fonds is the only sailor who has won the overall classification twice to date. But Laurent Bourgnon is also known as a "crazy guy" who crossed the Atlantic in 1986 with a Hobie Cat 16 (that's a catamaran like the one I sailed on Lake Thun for a long time). However, they had to be hospitalised after arrival due to severe sun burns and dehydration. Still, it's a mystery to me how anyone could do that.

Ivan Bourgnon, his younger brother, also made headlines a few years ago when he circumnavigated the globe in a 20-foot open catamaran and sailed it through the Northwest Passage (between Alaska and Russia) in 2017. He was so appalled by the poor state of the oceans that he founded the environmental organisation TheSeaCleaners in 2016.

So there is much to discover in Saint Malo while we wait for a cheap diode to repair our bow thruster!

Sincerely, Lukas and Mayumi

Newsletter 4, 11.5.2022

Iles de Chausey



Iles de Chausey

Barely 20 nm from Mont Saint Michel are the Iles de Chausey. This group of islands consists of about 365 small islands at low tide and only a little more than 20 at high tide (depending on the tide coefficient). This group of islands with its beautiful nature and a maximum tidal range of 14 metres is unique in Europe. As a result, there is a lot of current everywhere and everything is always in motion, creating a constant spectacle.

On the main island there is a fort, which was built at the behest of Napoleon III. A chapel built around 1840, a lighthouse and a few houses (about 30 inhabitants) make up an ensemble of a small fishing village.

Originally, the branched-out group of islands was used as a hiding place for pirates and smugglers. Later, the Precambrian granite, which is somewhat softer than normal granite, was quarried here on a large scale and used in particular for the construction of Mont-Saint-Michel. Transport by ship was easier to manage thanks to the tides, as the stones could be hung on the bottom of the ships and thus did not have to be loaded and unloaded (not a bad idea!). Chausey is a nature reserve with an exceptional variety of ornithological fauna (cormorants, sea ducks...), marine life (lobsters, large dolphins, grey seals) and shellfish. Logically, many tourists also come in summer to enjoy the tranquillity of the white sandy beaches or to relax with beach fishing or water sports (like kayaking or diving).

Someone told me that the Iles de Chausey are the Seychelles of France. I have never been to the Seychelles and therefore cannot confirm this comparison. Perhaps one of our readers who has been to both places can?

18.5.2022 Newsletter 5

Detour to the Norman Islands



St. Peter Port on Guernsey

In the south-western part of the English Channel lie the 5 Norman islands (Jersey, Guernsey, Alderney, Sark and Herm) - better known as the Channel Islands. They are not part of the

United Kingdom, but are directly under the British Crown (in its capacity as Dukes of Normandy). They were also never members of the EU, but were part of its customs territory. These peculiarities enabled the Channel Islands, especially Jersey and Guernsey, to develop as tax havens. However, they are not only tax havens, but are under the influence of the Gulf Stream climate (we experienced it somewhat English - rather grey and humid) and could thus also develop into real nature paradises with endemic flora and special bird breeding areas.

When you arrive at the harbour in Jersey, everything is very, very "British". Supermarkets sell mainly "ready-made" food, you pay in pounds and sterling (euros are not accepted), cramped pubs filled with tie-dyed and beer-drinking bankers dominate, and you drive on the left.

The special location of these islands has always made them important military bases. Castles and bunkers with many gun and gun emplacements are everywhere. During the Second World War they were occupied by the Germans. With today's Ukraine crisis, these many military installations arouse more fear in us than historical interest and we therefore concentrate more on great nature experiences through extended walks and a bus trip around the island of Guernsey. Of course, we also watched the great British-French film "The Guernsey Literary and Potato Peel Pie Society" (e.g. available on iTunes), which uncovers the past of the people on this island scarred by the end of the war.

Of course, Victor Hugo, who spent some time in exile in Jersey and Guernsey, is also present..... and now it's off from Alderney to Cherbourg, around Cape de la Hague with complex currents....

Newsletter 6

Visit to the Art Museum in The Hague



Sunday-Boogie-Woogie front of Mondrian's last piece

From Cherbourg, we sailed with Marc, our new crew reinforcement, in 8 days with the best winds over 330 miles through the Aermel Channel to the north. We also visited the great village of Honfleur with over 10 Michelin recommended restaurants, but we didn't try them all. The Belgian coast delighted us with good wind, as this coast really has almost nothing to offer - at least if you are not a North Sea beach cottage fan.

Now we have arrived in Scheveningen (The Hague) and our perfect crew member has said goodbye again and returned to Switzerland (but will be back). We now make a short "service stop" here (shopping, cleaning, maintenance work, route planning etc..) and wait for favourable winds to push on to Den Helder and the West Frisian Islands.

A visit to the museum of art in The Hague is also part of the service stop. Here we are delighted by a special exhibition on Piet Mondrian and Alphonse Mucha. We were particularly taken with the work Victory Boogie Woogie by Piet Mondrian, the artist's last and unfinished composition. During our stay, a duo played appropriate boogie woogie music, making the painting even easier to experience and enjoy. The painting is considered the crowning glory of the Gemeentemuseum's collection of around 300 works by Mondrian in The Hague and one of the most important works by a Dutch painter in the 20th century. As Hans Locher, director of the Gemeentemuseum, put it: "Victory Boogie Woogie (1944) is the triumphant answer to the Second World War. Picasso's famous Guernica has become the image par excellence of violence and war sacrifice in the twentieth century. Now, Victory Boogie Woogie by Mondrian is the image par excellence for the victory of joie de vivre and freedom." (from Wikipedia). Joie de vivre and freedom is also exactly what we can experience at the moment on Mayona II!

Newsletter 7, 4. June 2022

Norderney



Beach life in Norderney - while Mayumi is still walking around in her down jacket....

This is where they come from, Otto Walkes and the Os Frisian jokes... Here in Norderney we are in the East Frisian Islands (there are still the West Frisian Islands - belonging to Holland and the North Frisian Islands with Sylt etc.).

Well Norderney has a remarkable past and is legendary for being the first German seaside resort! Now how did this come about... The philosopher Georg Christoph Lichtenberg returned from a cure at the English seaside resort of Margate and asked himself, "Why does Germany not yet have a large public seaside resort?" The very next year, in 1797, the first North Sea bathing establishment was founded on the island of Norderney. For me and Mayumi, Lichtenberg must have been dreaming a strange dream or anticipating East Frisian jokes to come up with such an idea.

The scenic coastline is battered by cold north and west winds and the air temperature only reaches just over 20 degrees, even in high summer, and the water temperature probably always stays below 20 degrees.... So, compared to Switzerland, it's hardly comfortable bathing weather... Nevertheless, Norderney has developed over time into a sophisticated seaside resort, if you don't apply too strict a standard. There is a spa park, promenades, a casino, a large conversation house and a theatre built in the classicist style. The seaside resort experienced a great boom through the King of Hanover, the blind George V. He spent several summers on this island with his court. Bismarck was also a regular visitor here, as was Heinrich Heine, who wrote his North Sea poems here.

Well Mayumi and I can appreciate the island, even if the temperature and the cold wind take some getting used to. But the people are warm and hospitable. The harbour master has hoisted a Swiss flag especially for us and organises fresh rolls for breakfast. But as on so many islands, it's nice to know that you can leave at any time.

Newsletter 8, 7.6.2022

Helgoland



Helgoland

In the middle of the German Bight, about 50 km from the mainland, stands the red rock Helgoland (population approx. 1000), which covers an area of approx. 1 sq. km. The surf pillar that juts out of the sea and bears the name Lange Anna is striking. It is obvious that the climate here is stormy. Nevertheless, it is supposed to be the mildest winter climate in Germany with an average of 6.4°C, which didn't stop us from turning on our heating for the first time in a long time, to be cosy and warm and to write this newsletter. In the afternoon, the rain should disappear, the storm should abate and the sun should come out a bit, so we will do our island tour. We hope to see the fig and mulberry trees we read about in the guide. If we're lucky, we're sure to spot a few grey seals.

Helgoland belongs to Schleswig-Holstein, but it is a duty-free zone and therefore also a tourist destination! It was here on the island that the physicist Werner Heisenberg is said to have had his brilliant idea of the "uncertainty principle"....

The surface of the island is also marked by the Royal Air Force bombing raid in World War 2. At the time, more than 6700 tonnes of munitions were destroyed, permanently changing its appearance.

Helgoland used to belong to the United Kingdom. In 1890 it passed to Prussia in exchange for Zanzibar (!). This is also the home of the special Börter boats, which were used to catch a lot of lobster for a long time. Today they are used to transport tourists. A research project on lobster breeding by the Alfred Wegener Institute would like to reproduce the Helgoland lobster, especially on the many wind turbine bases here in the North Sea, so that soon Helgoland lobster can be shipped all over the world again...

Tomorrow we head for Brunsbüttel, the entrance to the Kiel Canal, an engineering project comparable to the Jungfrauochbahn.

Newsletter 9 vom 10.6.2022

From Helgoland to Kiel



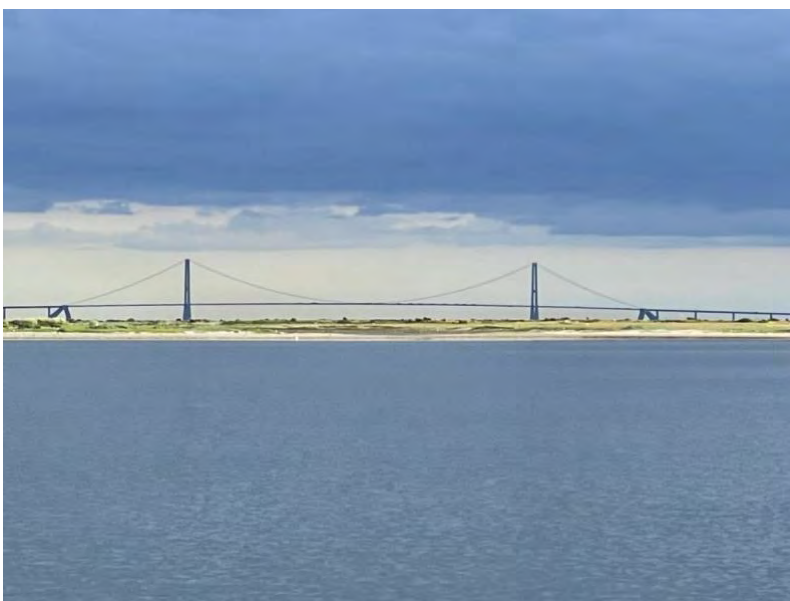
Encounter in the Kiel Canal

Now on the morning of 8 June we leave Helgoland late in the morning with an additional 400 lt of duty-free diesel. With moderate wind we sail towards Brunsbüttel. The journey was comfortable and unfortunately we had to use the engine from time to time to reach the mouth of the Elbe in time to take advantage of the tidal current upstream. At 20:00 in Brunsbüttel, we were able to lock straight into the Kiel Canal without having to wait. With a length of 100 km, we planned an overnight stay, as no pleasure craft are allowed to navigate the canal at night (after dark). This construction is a gigantic engineering achievement of the 19th century. For those interested, I recommend the NDR documentary on the 125th anniversary on youtube (<https://youtu.be/IZhDmOvrYQE>). After all, it is the busiest artificial waterway. From our point of view it was more of a compulsory exercise without autopilot and completely under motor and now and then a little sail support. So on Thursday evening we reached Haltenau and the port of Düsternbrook in Kiel. Kiel is also called Sailing City. The Summer Olympics took place here in 1936 and the Olympic sailing competitions in 1972. Of particular importance, however, is the Kiel Week. Since the end of the 19th century, this has been an annual regatta event, which today has become probably the largest sailing event in the world. Today, the regattas are accompanied by popular festivals and the highlight is a windjammer parade (old tall ships). We are lucky because the whole thing doesn't start for another week, otherwise there wouldn't be a harbour anywhere here. We are now looking forward to the South Sea (Danish) and summer temperatures. Today was the first day with a short-sleeved T-shirt and shorts...

PS: Thanks to a good WIFI connection in Düsternbrook harbour, there are new photos at: <https://zenfolio.page.link/yRhS6>

Newsletter 10 vom 16. Juni.2022

Samsø



the bridge crossing the big belt

Dear Mayona friends In the meantime we have passed under the imposing and world's third largest suspension bridge (<https://de.wikipedia.org/wiki/Storebæltsbroen>) over the Great Belt. It is part of the 17 km long bridge between the islands of Funen and Zealand, which is used by more than 32,000(!) vehicles every day! Samsø, Denmark's sunniest island, is much more peaceful. It is also completely CO2 neutral, as they produce more renewable energy (sun, wind) here than they need. I found a description of this paradisiacal island from the last century that I think is so great that (<https://www.visitsamsøe.dk/de/inspiration/rote-wangen-auf-samsøe/>) I don't want to withhold extracts from it:

Red cheeks on Samsø

The birth of tourism on Samsø

In 1879, the painter and poet Holger Drachmann went on his honeymoon with his Emmy Culmsee to the island of Samsø. Originally, this trip was planned to Iceland, but due to various circumstances, the newlywed couple ended up on Samsø instead. In addition to being a painter and poet, Drachmann was also a journalist and he enthusiastically wrote many articles about all the beauty on the island of Samsø to his readers in the capital Copenhagen. This can be considered the birth of tourism on Samsø, so to speak.

Welcome

The inhabitants of Samsø were already known for their great hospitality before Drachmann's time, as a holiday description from 1873 testifies. The author is not known by name, - a gentleman from the capital - who had received an invitation:

"Dear Mr. X. If you think you can stand a stay on a small island where the newspapers are 3 - 4 days old before they arrive and where there is no Tivoli or other amusements, you are welcome to come to me on your summer holiday. The only thing I can promise you is that you will be warmly welcomed to my place on your holiday and that you will meet nice and hospitable people here."

Mr X said thank you and after a pleasant crossing on the steamship from Korsør and a less pleasant landing (an awkward balancing act on the railing, a "scandalous" descent down a chicken ladder to the rowing boat and an injured shin) he was finally able to set eyes on Samsø.

Hospitable and social

Mr X spent several days on the island and was particularly taken with the pretty scenery, the exquisite food and the beautiful girls on the island. A quote.... "We met many girls walking arm in arm with each other and many looked very pretty with their little gold embroidered headdresses" and Mr X continued, "In addition to the best, private hospitality on Samsø, I enjoyed a high level of flourishing sociality, of which a Copenhagenener can hardly get an idea."

Red cheeks

The seaside boarding houses such as "Glimt", "Strandlyst" and "Samsø Bad" had prominent visitors who, attracted by the country's big cities, would holiday for several weeks on several occasions. Here you could enjoy the fresh sea air, the good food and also a lot of entertainment with some schnapps. Probably the best known innkeeper from that time is Anna Wiberg. Mrs Wiberg, who herself came from Copenhagen, rented a former wooden machine hall on Samsø - the place where "Strandlyst" is located today - in the early 1920s. "It occurred to me that Samsø was perhaps the place where Copenhageners could get red cheeks again," Mrs Wiberg wrote in an article in 1943. In the first year there was a lack of comfort. Guests were de facto accommodated in nearby farms and houses, as there were no rooms yet, only a dining room in the new establishment. "I knew the food I was giving them was good and plentiful, but in terms of other comforts, there was still some way to go. After dark, the guests had only candlelight and a few were favoured with a washstand, while the others had to make do with a washbowl on a chair," Mrs Wiberg recalled.

But the guests came again and brought others with them. After 10 years, in 1931, Mrs Wiberg was able to build "Samsø Bad", the yellow building on Strandvejen, now called "Walters Hvile". The inn quickly became so popular that she had to expand it with three outbuildings. Regarding the importance of hospitality, Mrs Wiberg explained: "People only feel comfortable in a place where they clearly feel that they are not exclusively an object of merit, but friends to whom you would like to offer something good. That's why I think the effort was worth it, even though I haven't had a holiday for 23 years. I have had joyful people around me and have seen them revive after an exhausting winter and come back year after year. I have seen them rave and fall in love".

A seaside hotel in Brundby

In a brochure from the early 1930s, another hotel on the island advertised itself as having "nationally renowned cuisine", "Denmark's best beds", "ice-cold schnapps from our own freezer" and "Copenhagen evening every Tuesday". The hotel was then called "Brundby Badehotel", although the nearest bathing beach is almost 2.5 km away. Today the hotel is known throughout the country as Denmark's only rock hotel. Hans Lindegaard, the owner of the hotel in the period 1889-1932, was a bon vivant who took good care of his guests. He often sat at the table with his guests and carved his favourite dish - grilled lamb's head with spinach - with his carving cutlery. Nothing was lacking, as a verse from that time says: A first-class drink you get, you start with one, and continue, you'll surely notice

On expedition

The bathers and shore guests from this period were naturally to experience a number of things on Samsø during their stay. Several hotels offered excursions by horse-drawn carriage or car. In Lindegaard's brochure, hotel guests were advised to "bring a bicycle or car, as the roads are excellent".

If you came to Kolby Kaas by steamer from either Jutland or Zealand, you could at that time meet the enterprising haulier Vilhelm Petersen, who offered island tours in an aged bus. A tourist from Copenhagen approached the haulier and asked with a wrinkled nose: "How much

does it cost to be driven around in such a dung van?" to which haulier Petersen replied glibly: "It really depends on how far the dung is to be driven!" Yes, even hospitality knows limits!

Newsletter 11 vom 21. Juni 2022

Louisiana Museum of Modern Art



Here in Humlebaek (35 km from Copenhagen) is a world-respected museum of modern art and sculpture (<https://louisiana.dk>). It is situated on a unique hillside directly by the sea with a wonderful garden full of important sculptures (Moore, Serra, Arp, Giacometti...), all very subtly and harmoniously integrated into the landscape or partly designed directly for this place. In addition to the sculptures, there are changing special exhibitions of the highest quality.

We were particularly impressed by the large photo exhibition by Diane Arbus with her great b/w portraits (<http://www.artnet.de/künstler/diane-arbus/>). We were also enthusiastic about a new installation acquisition which is now permanently exhibited by Yayoi Kusama, a very idiosyncratic Japanese artist whose works are unmistakable (<https://www.instagram.com/p/CfERu4CKLAX/>).

Another interesting detail about the name of the museum. The name of the museum goes back to the previous owner of the patrician house built in 1855, who named the property after his three wives, all of whom had the first name Louise! *Henry Moore* im Louisiana

Newsletter 12, 26.6.2022

The Operahouse of Copenhagen



Our boat and Crew in front of Operahouse and Copenhill

Copenhagen has an extraordinary amount of exciting culture to offer - not just the Little Mermaid. However, it is always the exciting encounters that bring buildings to life. We had such an encounter yesterday with a Danish organist and music critic, who told us the exciting stories behind the Copenhagen Opera over a glass of wine. A guided tour of the opera house this afternoon illustrated all these stories and impressions.

The richest man in Scandinavia, a co-founder of the transport company Maersk, gave the Danish people one of the most expensive (approx. 350 million euros) and most modern opera houses in the world. Thus, this opera has 6 main stages: 1 visible to the audience and 5 for rehearsals and stage preparation. Within a few minutes, the stage can be easily changed from one opera to another. The opera house stands directly opposite the Amalienburg of the Danish royal family and diagonally opposite the head office of Maersk!

The patron chose the architect Henning Larsen without a competition and had a massive say in the details and appearance (such as the chairs and the toilets) but also in the appearance of the façade, which the architect disliked so deeply that they were definitely no longer friends in the end. The stone façade was finished in Jura Yellow (limestone) and the foyer floor is made of Sicilian marble.

In the central foyer there are three spherical chandeliers by the Icelandic artist Olafur Eliasson. Each chandelier consists of several pieces of glass that are semi-transparent and let some light through and reflect some. The auditorium ceiling is gilded with about 105,000 leaves of almost pure carat (100%) gold leaf! This is not to compete with the chandeliers in the foyer.

The house can seat up to 1700 spectators, can accommodate an orchestra of 110 musicians in the orchestra pit. The building is 41'000m² in size, has 14 floors (5 of them underground) and over 1000 rooms. The building was completed in only 3 years, as the patron was keen to see the opening. The opening took place in 2005 with the Queen in attendance, although the owner had refused her her own box in the building. Much of the building bears a certain resemblance to the KKL. For example, the large overhanging roof, the wood-clad opera hall body (here made of Danish maple wood, which was varnished 6 times to have the same colour as string instruments)The façade, which Larsen would have liked to have fully glazed and is now interrupted with steel rings reminds me a little of a Fresnel lens in a lighthouse... for me, visually very fitting at this location.

This opera house is not only used for opera and concerts, but also once a year for a cliff jumping competition, where the jumpers throw themselves artfully from the roof of the opera into the "cold" water!

Newsletter 13, 2.7.2022

The sunny island of Bornholm



castle ruins Hammershus

In the meantime, we have left Copenhagen, probably one of the most beautiful capitals, and the three of us are on the road again. The first leg of the journey takes us to Ystad - a place that all Wallander crime fiction fans know very well. It's a small, pretty town in southern Sweden with a medieval centre. Here we had a fun dinner with friends from Switzerland who are travelling north by camper. But now it's off to Bornholm, the pearl of the Baltic Sea and the island with the most hours of sunshine in the Baltic - we have to go there as soon as possible.... The island now belongs to Denmark, although it is closer to Sweden. Things are a bit slower here and the strategic importance is mainly history. Once an independent Viking fortress until the 10th century, the island was first controlled by Sweden and then, in the 16th century, by the German Hanseatic League in Lübeck. Later it went back to Sweden and since 1660 it has belonged to Denmark. A special feature are the four preserved round churches from the 12th century, which also had the character of a fortress. But the ruins of Hammershus Castle are particularly impressive.

On a steep rock at the northern tip of Bornholm lies the impressive ruins of the medieval fortress Hammershus.

It is the largest castle ruin in Northern Europe. Hammershus not only fires the imagination; it also lets you experience Bornholm's rich history at first hand, in a strategic geographical location! Hammershus was probably founded around 1255 by Archbishop Jakob Erlandsen. Until the middle of the 15th century, there were disputes between the royal house and the church, in which Bornholm repeatedly played an important role. Hammershus was taken by the king several times - and with it the power over the island. But each time the island was returned to the bishop's seat, the last time by Valdemar Atterdag in 1362. From today's perspective, the back and forth in the claims to power between the state and the church seems rather strange to us. After Bornholm's liberation from the Swedish rulers in December 1658, Hammershus became famous as a prison from 1660 to 1661. Prominent inmates: King Christian IV's daughter Leonora Christine and her husband Corfitz Ulfeldt, who were imprisoned here for treason after the last Danish-Swedish war. A dramatic escape attempt by the two over castle walls and steep cliffs failed and so they were sent to solitary confinement. We are already very grateful that the Middle Ages are far behind us. Bornholm is also a natural paradise with white sandy beaches, rolling hills, many fish smokehouses, forests and lots of hiking and cycling trails. Fortunately, there are no gentrified holiday complexes and all-inclusive resorts.

Bornholm we will come back one day....!

Newsletter 14 vom 10.7.2022

100 days of sea air



Enjoying the warm weather

Exactly on 1 April(!) we left the harbour in Port Medoc for the first time and set sail. We have been underway for 3 months now. Still somewhat influenced by my professional life, this is a good time to take stock.

Doing is more crass than wanting...

A clear step and a great project simplified the transition for me from mostly exciting tasks at the Bern University of Applied Sciences into a new phase of my life. From the first day on, many new challenges and many exciting experiences and inspiring encounters awaited me. An enrichment all along the line.

Of course, the first thing we had to do was to find a structure and a division of tasks with Mayumi that would take both our needs into account and move us forward together. It was important for us that we were accompanied on the first stretches through the Bay of Biscay by various experienced friends who could support us in handling our boat and helped us to gain confidence - even in heavy weather - and to practise the necessary hand movements.

At our first major stopover in Douarnenez, we enjoyed a week of quality time with friends ashore and were able to replenish our equipment, do laundry, inventory, cleaning and repairs.

From Saint-Malo we sailed alone for the first time and were able to optimise our roles when sailing and also learned to deal with our almost 200 storage compartments and drawers in a more structured way. Questions like: "where is my cap or my sunglasses" became less and less frequent. Our confidence in the boat and in each other's abilities increased steadily, so that even in the North Sea with a lot of wind and waves we were able to steer the boat safely through the tides and shoals on our own, if we adjusted the trip planning according to our possibilities.

Reinvent life

Long-distance sailing is like work-life balance. It starts with "little things" that are important, like maintenance and tidiness, but it also offers total freedom of where you want to go. When you go, however, you are already somewhat more limited, as the weather has a strong influence on the timetable. Many things simply take more time. Shopping with the dinghy, combined with longer walks, is much more time-consuming than in the supermarket around the corner. But it is fun to compare the assortments in the different countries and to decipher the labels. Besides moving forward and leaving miles behind, resting for several days in beautiful places has become an important part of our lives.

The ship

Our sailing yacht (SY) M^Ayona II has proven to be an extremely seaworthy and reliable sailing boat for a lot of wind, even though it is not a new boat. It differs from many other boats in that it has a centreboard (derive). This allows us to reduce our draught from 2.6 m to just under 1 m. This has made navigation easier in the tides. This has massively simplified navigation in tidal waters and sailing in smaller harbours and has given us greater security and stress relief. The disadvantage is a much heavier ship (16 t), as the large amount of ballast is not in the keel but in the bilge. Here in the archipelago, we enjoy the small bays and the proximity to the shore. Our sail wardrobe consists of 6 sails (mainsail, genoa, jib, genakker, asym. spinnaker, storm jib) which can be set in very different combinations and sailed according to the conditions. We are still optimising and gaining experience. We are also improving and optimising the equipment on a daily basis.

The Crew

The initial period with our experienced sailing friends was extremely helpful. After that, sailing for a while in completely different situations as a couple gave us security and time to explore and communicate our own needs and priorities. Now we find it great to be able to sail with completely different friends (and also look forward to those who are yet to come) and to spend time with them and not let our socialisation go to waste. We are especially looking forward to our children (Nao with Christoph and Shingo) who will join us in Stockholm on 14 July.

Challenges

Even an older sailing ship today has numerous technical components that need to be maintained, understood and cared for so that they function reliably in as many situations as possible. Even today we have not put all systems into operation and understood them in detail (e.g. desalination system, amateur radio system with modem, satellite telephone, radar...). ... but we'll keep at it. Many systems are also only relevant in certain areas.

It is essential that we can maintain and repair as much as possible ourselves, as often the appropriate specialist is not available. Changing the oil including the filter is a matter of course, but it doesn't always have to be without hurdles, which is why I'm grateful to all my friends or even former BFH employees who I can easily call at any time and ask for advice. A bigger challenge at the moment is our bow thruster, which no longer works and could help us manoeuvre in narrow harbours. Finding specialists is not easy! But there are always solutions....

Of course I miss the "unnecessary" tasks of an official, which can be solved or delegated by themselves with time.

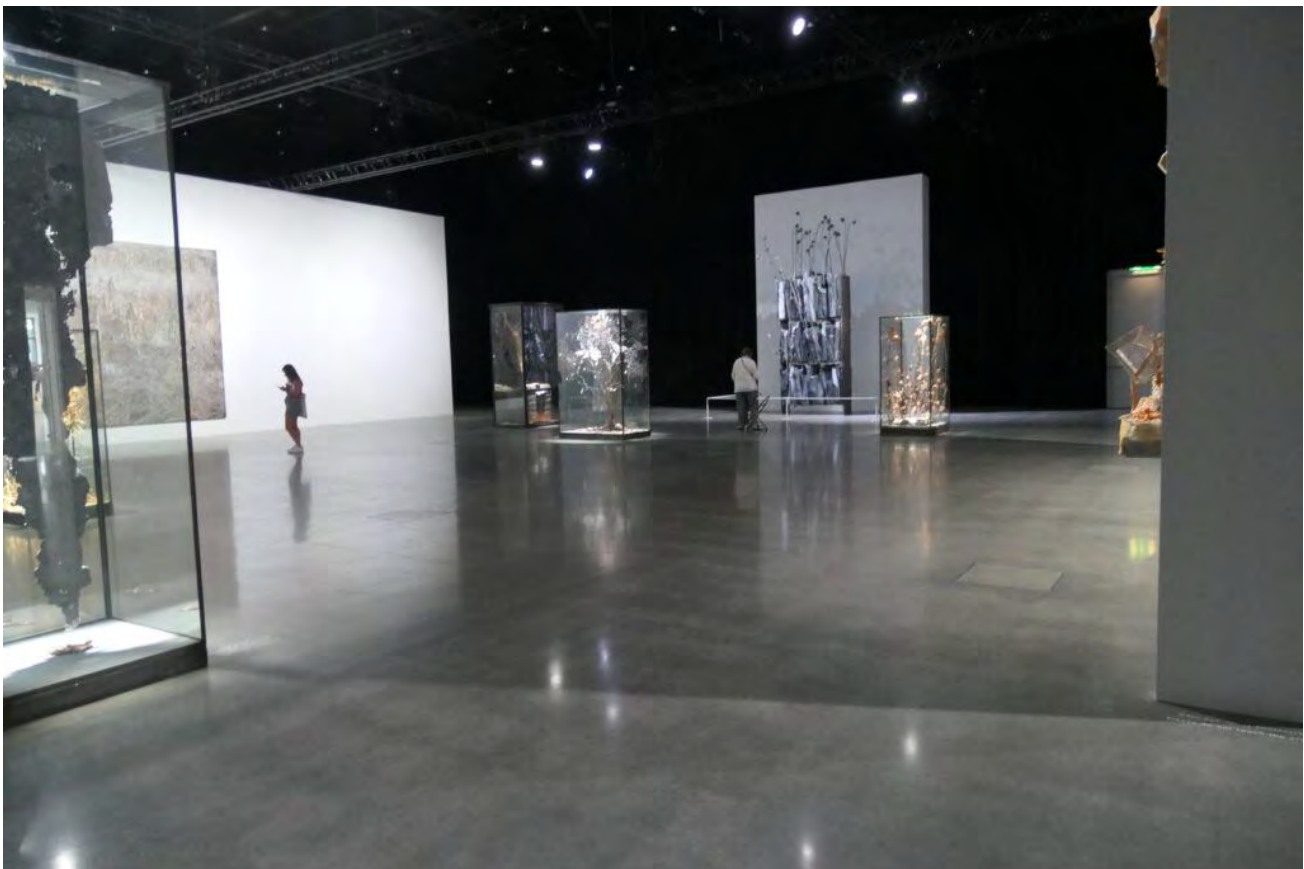
Highlights

A special highlight are certainly always the great and inspiring encounters with foreign sailors, who are warm and helpful. The many non-linear life stories motivate and enrich. Relaxed people, exciting cultures, special places, great markets, sunsets and planning the day along nature enrich our consciousness every day anew. We also enjoy having much more time to read, sleep and dream... Of course there are things we miss... our family, especially of course our grandson with whom we communicate regularly via video phone. There are also many situations outside our comfort zone, but adventures don't happen over chips on the couch! Instead, we can often marvel like a child at the starry sky, the forces of nature or the incredible beauty of a landscape!

The start has been successful and our journey will continue...!

Newsletter 15, 29.7.2022

Artipelag



Ash is the last form of matter, but it is the first from which something new emerges

Artipelag (<https://artipelag.se/en/>) is an art museum on an island 20 km from Stockholm. It can be reached by car via bridges. Much more exciting, however, is the approach by boat and mooring at the museum's private jetty. Even from the lake, the large museum is hardly visible, as it lies in the middle of a forest. At most, you can make out one or two sculptures from the accompanying sculpture garden. The founder of the company, which opened in 2012, is Björn Jakobson, better known for "BabyBjörn", a world-famous manufacturer of innovative baby products.

The current exhibition shows works by Anselm Kiefer (https://de.wikipedia.org/wiki/Anselm_Kiefer), one of the most important post-war German artists. Large paintings and objects are generously installed in several huge rooms and coexist with nature, sky and sea through the floor-to-ceiling glass windows. A great restaurant is attached to the museum. On the terrace you are in the middle of the pine forest and can admire some of the installed sculptures. A walk through the sculpture garden and a small private "piano ocean concert" by Mayumi (see Instagram) on the museum's jetty rounded off our day.

Newsletter 16, 8.8.2022

Åland



With our friends Patricia and Jürgen

12 years ago, me and Mayumi went sailing in the Swedish archipelago for the first time. Unfortunately, it was not possible for us to sail to Åland at that time...

Since then, Åland has been a "pipe dream" - or rather an item on our bucket list!

Åland is located at the entrance to the Gulf of Bothnia and is a natural paradise with 30'000 inhabitants and the highest island density in the world (approx. 6000 islands on 1580 km²). It belongs to Finland by virtue of a decision of the League of Nations (predecessor organisation of the UN) in 1921, but it is spoken in Swedish and has its own flag. In the same year, 1921, ten European countries agreed that Åland should be neutralised and demilitarised. In practice, this was seen as a guarantee that neither the Western powers nor Russia would be able to use Åland as a military springboard (see also NZZ of 6.8.2022 From Holiday Resort to Strategic Focus). Åland's men are thus also exempt from general conscription in the Finnish armed forces.

For a long time, there were only the yellow sea (9 m and 3 m line) and the white sea here...In the yellow sea, only a few depths were found. These were generally considered a military secret. Here, no common neighbour should receive important information about where it would be possible to go ashore. Thus, for a long time, sports sailors could only navigate in the white waters. The new nautical charts, however, have been brought into line with international standards and, with GPS navigation, leave almost nothing to be desired if one keeps clear of the uncharted sea areas. Thus, a natural paradise has been opened up to sports sailors that is unique and holds countless jewels of anchorages in store.

Newsletter 17, 15.8.2022

Digital Technology of 19th Century



Semaphor on Furusund

In Furusund on the east coast of Sweden, there is still an "optical telegraph" (semaphore). This is nothing less than 19th century digital technology. It consists of 10 rotating panels (10 bits), which allows $2^{10} = 1024$ different combinations with which entire texts were signalled. A whole 6 characters/minute could be transmitted in this way. For longer distances, of course, appropriate relay stations were needed.

The tower in Furusund dates from 1837, although many such masts were erected along the Baltic coast to warn of attacks earlier, during the Finnish War (1808-1809) between Sweden and Russia. The Frenchman Abbé Claude Chappe (1763 to 1805) and the Swedish nobleman Abraham Niclas Edelcrantz (1754 to 1821) were the leading specialists in this transmission technique.

It is very exciting that already at that time not only the first concepts for sophisticated methods of data compression, error handling, data flow control or encryption were conceived, but also put into practice. Nevertheless, I am sending you today's newsletter with the digital technology of the 21st century and hope that this will make it easier for you to decode and understand my content, even though the technology behind it is much more complicated!

Newsletter 18 21.8.2022

Visby – a UNESCO Worldculture-juwel on Gotland



Visby with its many church ruins

After a 15-hour crossing (75 nm), we enter the harbour of Visby in the beautiful evening light. On the steep slope of a limestone plateau is a colourful mixture of medieval ruins and narrow streets with restaurants, boutiques and artists' studios!

The first Stone Age people settled here as early as 4000 years ago. The name of the town goes back to "Vi" (=sacrificial site). Presumably, there was a cultic sacrificial site here at that time! However, this town made its rise as a trading base of the Hanseatic League, which was to secure the trade route across the Baltic Sea to Russia and on to Asia. Numerous armed conflicts and "changes of country" led to an unsteady development until 1645, when Gotland definitely fell to the Swedish crown. Since the end of the 19th century, Visby has flourished again as a town of ruins (no fewer than 12 church ruins can be explored here) and roses.

It is the place in Sweden with the most sunny days, which is why many rose plants can be found here and even fig trees, whose fruit sizes, however, are rather modest from what we have seen. Today Visby is also a popular port of call for cruise ships, which we can well understand, but are thankful that at the moment only one such ship has entered the harbour...

Newsletter 19, 28.8.2022

Simrishamn – a perfect small city



Simrishamn

The Pulpit Angel with the Hourglass in St Nicolai Church in

Simrishamn is a fishing port in southern Sweden, which brought prosperity to its citizens thanks to rich herring catches, and in the 14th century also the town charter. There is everything a small town of 6000 inhabitants needs here. The central square is reached through a spacious, car-free shopping street with many restaurants and cafés, as well as a colourful mix of shops. Of course, there are also a few artists' studios, with objects of all kinds that could decorate your

home. On the main square is St Nicolai's Church (dedicated to the patron saint of seafarers), which was first mentioned in the 12th century and whose remains form today's choir. We were particularly struck by the angel on the pulpit, holding a large hourglass with various glasses in his hand, probably to keep the sermons from getting out of hand.

On the square there is a big colourful market with live music by a 7-man band. An old "Rikstelephone booth" decorates the square, as well as a bust of Marianne - the popular average Swedish woman. At least that's how we understood it. Not far from the central square, we find a great big flea market in a park, where you can find lots of things you never knew you needed. At a large pétanque court, under mighty trees, there are many people playing a large tournament with great satisfaction. Of course, the town also has a museum of local history and an exceptional car museum (similar to Mulhouse). In the harbour basin, a few "big" boys from the sailing boat model club are competing in a regatta with their remote-controlled boats. The active local sailing club invites all guest sailors to a barbecue on Friday evening during the high season. Too bad - the high season ends here already in mid-August. At the gates of the town there is a diverse nature reserve as well as a Nordic Sea Winery Showroom (according to TripAdvisor).

Conclusion: Simrishamn is a place where land, sea and sky merge.

Strength through joy



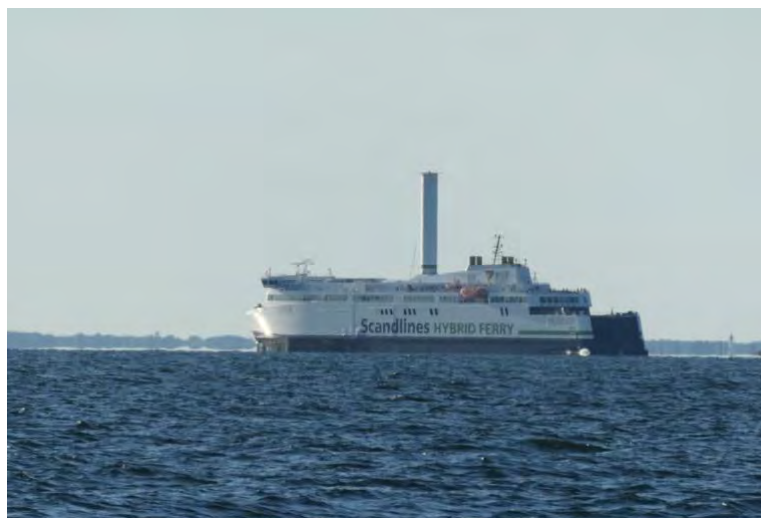
Planned 1936 as a holiday resort for 20000 people on the same time

Ever since I saw the photograph of the seaside resort of Rügen in the book "White elephants" by the Thun-based photographer Christian Helme in 2007, it has stuck with me... Thus, on our trip south, a stop in Lohme on Rügen was inevitable to visit the colossus of Prora.

The National Socialist community "Strength through Joy" (a sub-organisation of the German Workers' Front with the claim of totality of a real people's and achievement community of all Germans) began in 1936 with the construction of a holiday settlement of originally 8 six-storey identical blocks over a total of 4.5 km. Here, 20,000 people were supposed to be able to spend their holidays at the same time. If you were to place the 20,000 people next to each other on the beach, you would get 22.5 cm/"individual". For me, the whole complex is a counterpoint to the sometimes overbearing individualism of the western world. The complex was never finished because of the Second World War. The remaining part was subsequently used for military purposes and as the most monumental barracks in the GDR. Since 2004, the remaining blocks have been sold off individually and almost completely converted into modern residential and hotel complexes... However, the pure beech forests in the Jasmund National Park, which are a UNESCO World Heritage Site, are truly admirable and unique. An unbelievably great landscape for an extended walk in an intact and original landscape!

Newsletter 21, 4.9.2022

Ferry with unconventional hybrid drive



Ferry with unconventional hybrid drive

There are many interesting physical effects that suddenly make it into a successful application after a period of sleep. One such example crossed my path last week. It is the Flettner rotor. It consists of a vertically standing, high, rotating cylinder (similar to a large chimney). When the rotating cylinder is in the wind, it acts like a sail and generates a force transverse to the

incoming flow through the Magnus effect. It is named after Anton Flettner, who patented it as a ship propulsion system as early as 1928.

In detail: When the wind blows against a rotating cylinder, the air is accelerated where the direction of rotation of the cylinder and the direction of the wind meet. On the opposite side of the cylinder, the air is slowed down, i.e. it flows more slowly. This creates negative pressure (faster flow) and positive pressure (slower flow), in sum a force acting transversely to the flow, similar to that of a stationary aerofoil, but with far better efficiency.

Rotor propulsion alone is basically not possible, as it does not ensure propulsion or manoeuvrability in the absence of wind.

Rotor ships did not get out of the prototype stage for a long time and could not prevail against heat engines after the war.

Recently, Flettner rotors have been used as auxiliary propulsion on large ships. After a period of experimentation, Scandlines equipped its new ferries from Rostock to Gedser (Denmark) with a 30 m high Flettner rotor in addition to the diesel drive. The Rostock-Gedser route is ideally suited for this, as it is a north-south route and the wind here almost always blows from the east or west. The savings potential with this hybrid drive is in the mid-single-digit percentage range, but it proves to be not only environmentally friendly, but obviously also a commercially successful concept.

Newsletter 22, 17.9.2022

Experience is what you get if you don't get what you want!



Parts of our Autoprop H6 Propeller



Folding prop Autoprop H6 with new bearings and anode

On a sailing trip there are not only many exciting meetings with interesting people in foreign ports, but sometimes you are also confronted with challenges that you did not always wish for.

A ship has a lot of technical systems, some networked and some autonomous, that don't always work the way you expect them to. On our last night trip, there was a sudden violent blow, as if we had run aground somewhere. We very quickly analysed possible propeller damage, so we definitely had to sail, even with very little wind. When the wind stopped completely, we tried to keep clear of the adjacent wind farms with the engine at idle speed and head for the next harbour with lift facilities. In Scheveningen, a short dive confirmed a defective bearing on one of the folding propeller blades. Unfortunately, however, the crane operator has just gone on holiday for 3 weeks and has no deputy. So we took the chance of the south wind to sail to Ijmuiden and organised an easy mooring just at the harbour entrance, which we reached before dark. The next day's ditching revealed that, in addition to the bearing of the folding propeller, the rear stuffing box also needed to be replaced. After we had analysed the type of propeller by means of internet research, Thomas and I took care of the spare parts from England, which, you can hardly believe it, despite Brexit, were on the ship in less than 24 hours after we had ordered them. So we were able to devote ourselves to the major disassembly and reassembly of an extremely ingenious propeller (Autoprop H6). The shipyard did the replacement of the stuffing box and then reassembled the shaft so that everything is still tight. Now we have gained an incredible amount of know-how and experience about our drive train. This knowledge now helps me to manoeuvre even better. In the environment of a boat with a lot of movement and in a salt air atmosphere, everything is a bit more susceptible than at home. At sea, it is also rarely possible to call a service technician on the phone, who is in the flat 2 hours later. Here, you have to be able to do everything yourself if possible or at least understand what exactly the problem is, how big it really is and whether there is a workaround. We are in the

fortunate position of having a lot of redundancy on board. That starts, for example, with 2 WCs. It can happen very quickly that something is clogged because there is too much paper or too little flushing... Well, fortunately WC pumping is not yet my core competence, but I have done at least one exchange. Another challenge are the different battery networks with both 12 V for starting the engine and the generator, as well as our different 24 V networks for different areas, which can also be connected together accordingly. All this can be charged via shore power (whether 220 V or 110 V), alternators on the engine or the built-in power generator. In winter storage we will also install photovoltaic panels. Unfortunately, we have no redundancy on board for the engine (except for sails). Therefore, it is important that simple service work such as oil changes, filter changes, clogged lines, or even a starter motor change can be carried out ourselves, or are carried out regularly. These experiences are enriching and it is great to experience how other sailors are always there to help with tools or advice. Now we are back in the water and continue our journey south with a few days delay! Today we were rewarded with a great wind from the right direction - but with 35 kn (70km/h) and great waves! Arzal (Brittany), our new destination for winter camp, here we come!

Newsletter 23, 22.9.2022

Etretat and the "gentleman crook" Lupin



All fans of the Netflix series "Lupin" wince at the name Étretat. It's a magical place with an incredible coastline of chalk cliffs and the famous Needle! Along these cliffs runs the most beautiful hiking trail in France! The Côte d'Albâtre (Alabaster Coast) in Normandy has numerous chalk cliffs and flint pebble beaches, the most famous of which are on the cliffs of Étretat. The chalk cliffs, up to 100 metres high, rise out of the sea level and are attacked by the gnawing waves of the sea, moving them back a few centimetres every year! An underground river and marine erosion have created natural rock formations. To the west of Étretat are the Porte d'Aval and the Aiguille d'Aval. The Porte d'Aval or Arche d'Aval is a natural bridge arch. The 55-metre-high rock needle in front of it is the Aiguille d'Aval. For golf fans, we would like to mention that one of the most beautiful golf courses with a breathtaking view is located on top of these chalk cliffs. If you don't know Lupin yet, we recommend this film for one of the coming winter evenings (provided there is enough electricity)!

Newsletter 24, 27.9.2022

les bouchées cherbourgeoises



Last Friday we (Lukas; Mayumi and Thomas) arrived in Cherbourg and, due to the difficult weather conditions for the coming week and the good location of Cherbourg, decided to winter our boat in Cherbourg. A good decision, because here we could also celebrate a real 3-day farewell party with "les bouchées cherbourgeoises" as a compensation for the wintering work. Les bouchées cherbourgeoises is a 3-day canapé event. During certain time slots, the finest canapés will be served in numerous restaurants and speciality shops for a fixed price of 2 euros. You get a "passport" - a small stamp booklet - with the corresponding "event locations" (with stamp field) and a minimal description of the type of appetizer (meat, cheese, drink, dessert, surprise...). It's unbelievably great to stroll through the city and be regularly treated to a fine snack. Sometimes you have to queue a bit and start chatting and laughing with people - totally relaxed. On Sunday afternoon, we had a concert in the harbour with music from the 80s and - as you would expect - food stalls! Thus, after 6 months, we concluded our sailing trip 2022 with a culinary highlight. The ship is now safely in a dry berth in the care of a shipyard.

Today we are happily returning to Switzerland after 6 months, a journey through 9 countries, almost 4000 nm of sailing, exciting memories, inspiring encounters, great moments with friends and some unexpected challenges.

With that, there will probably be a longer newsletter break and we take the opportunity to thank everyone:

- o who were interested in our journey
- o who accompanied us with emails and feedbacks
- o who liked our Instagram posts
- o who have served as crew for a part of our journey
- o who supported us with poster handling, spare parts procurement, various organisational challenges in Switzerland
- o who had to endure our long absence!

Cherbourg we will be back!

Newsletter 25, 3.11.2022

Route du Rhum



Bureau Vallée, a foiling IMOCA 60 with Skipper Louis Burton in Saint Malo April 2022

Who still remembers my Newsletter 3 (<https://mayona.ch/sy-mayona-3/reiseblog/>) from Saint Malo? Back then, I wrote about the legendary single-handed sailing regatta Route du Rhum (Saint-Malo -> Gouadeloupe 3542 nm), which has been held every four years since 1978.

On Sunday, 128 men and 6 women from 15 countries will start this spectacular race. Among them are 3 Swiss and one Swiss woman! But actually it is almost a purely French race, as 112 (over 80%) of the participants are French.

In 1978, the fastest sailor took just under 24 days to complete this distance. In the meantime, the fastest time is less than 8 days.

The race is sailed in 6 different classes. The most spectacular pictures will certainly come from the 8 flying (foiling) maxi trimarans, true giants of the seas, which will probably be the fastest to arrive in Goudeloupe.

The race in the IMOCA's is no less exciting. The IMOCA's are 60-foot "experimental" boats with which the Vendée Globe, the toughest solo race around the world through the South Pacific, is sailed (next event 2024/25). Our 3 Swiss sailors Alain Roura, Oliver Heer and Justine Mettraux are also in this class.

The largest field with 53 boats is the so-called 40 foot class. This is the beginner class for solo offshore sailing. Simon Koster from Switzerland is sailing here. The Swiss (actually a dual Swiss-French citizen) Laurent Bourgnon from La Chaux-de-Fonds is the only sailor to have won the overall class of the Route du Rhum twice to date (1994/1998).

More than a million spectators are expected on the coast of Saint Malo on Sunday to witness the great pictures and scenes live. Since we are no longer there, we will enjoy the pictures that will surely reach us via the press and TV and keep our fingers crossed for our Swiss!