

Swift Magazine

Number 59

October 1998

The lead article in this edition of the Swift Newsletter is an account of a cruise undertaken in 1997 to Sweden, by Alan and Heather Murphy. I hope people find it inspirational in planning their own cruises - and better still if they write up the details of their travels for the Magazine!

Ian Sturland
Editor

Sailing Stockholm's Skärgården

Alan Murphy SO 217

In Swedish, the word 'Skärgården' means archipelago, a sea area covered with islands. A literal translation of the word is 'the garden on the rocks'. Stockholm's archipelago contains over 24,000 islands, rocks and skerries, providing some of the most beautiful and sheltered waters in Europe. My wife and I had read that in high summer, when the sun hardly sets, the weather in the northern Baltic is ideal for sailing. With this in mind, we decided to trail our Swift 18 trailer sailer, 'Tiger Lily', to the archipelago for our annual sailing holiday.

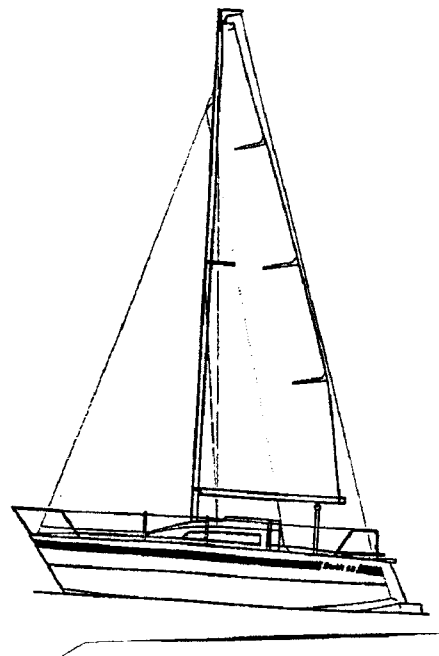
"Tiger Lily" Sailing from Malveo to Agno



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Three weeks is not long enough to explore the whole area and so we limited ourselves to the central part of the archipelago that lies just on Stockholm's doorstep. Although much busier than the area further north, we wanted to combine sailing with a little sightseeing in the city itself.

We chose to drive out overland via Dover-Calais, Germany and Denmark in order to keep the costs down, but to return on the Gothenburg-Harwich ferry so as to enjoy a cruise atmosphere at the end of the holiday. The outward journey took 3 days, crossing from Germany to Denmark on the Puttgarten-Rodby ferry and then to Sweden on the Helsingør-Helsingborg ferry. Both these ferries run very frequently and we were able to board within a few minutes of arriving at the terminal. The Puttgarten-Rodby crossing time is one hour and it is possible to obtain a good meal during the enforced break from driving. Once in Sweden we headed north to Stockholm and the little town of Österskär, near Åkersberga about 25 miles northeast of the capital. Some Swedish friends had recommended launching *Tiger Lily* at a small privately run boatyard at Österskär as it had most of the attributes we were looking for:

- easy access from the mainland road network
- easy access to the central part of archipelago
- sheltered marina in pleasant surroundings
- secure parking for the car and trailer
- close to good shopping center for money exchange, food, chandlery, petrol
- close to public transport (railway station) in case we decided to recover the boat elsewhere and we wanted to return to pick up the car and trailer.

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A Swift Word from the Editor

First of all I must offer apologies to all our members for the delay in producing this Newsletter. I have had over 12 months when most of my free time seems to be directed at selling two houses and trying to buy another one to live in -and it's still not over!

Anyway I plan to produce one more issue before Christmas and another shortly after, so if you have any cruises, sailing incidents or news to share with us, get your copy in ASAP.

I hope you approve of the colour pictures that I have been able to incorporate this time and hope that it inspires members to send in more.

Note that I can scan original photographs or 35mm slides and return them to you.

Although it has generally been a very poor summer weather-wise I hope many of you have managed to get onto the water. For those of you who have trailed to new regions I would be particularly keen to hear what launch sites you have found and how suitable they were for your Swift. Although there are guides to harbours and launch sites available in the boating press it seems to me that a Swift specific guide would be of benefit to our membership.

**Ian Sturland
Editor**

The boatyard has a slipway and crane, is enclosed by a fence and locked gate at night and there are plenty of pontoon spaces. It lies a few hundred yards down a narrow road, but the boatyard owner had previously faxed me a map from which I was able to derive a number of road waypoints. About 3 miles from Åkersberga, I switched on the Garmin 45 in the car and this helped us locate the boatyard without getting lost (not a good idea in narrow lanes when towing a boat behind!).

After launching *Tiger Lily* using the slipway, the first duty was to hoist the red ensign and the Swedish courtesy flag. Then it was time to provision the boat and to gather some local knowledge. Åkersberga is a large town a mile from Österskär and so it did not take long to change money, visit the supermarket, obtain petrol for the boat and buy a set of charts in the local chandlery. British Admiralty charts are not very useful as they only show detailed information on the main shipping routes, so it is essential to obtain Swedish charts. A single Swedish chart costs about £12, but we found it best to buy the complete set of charts for the archipelago. The set, 'Båtsporkort A' (or Boat-sport-chart), contains 12 charts and covers the coast from Arholma to Landsort. The charts are cut into overlapping quarter sheets and mounted in a large book form. As the name implies, they are specially intended for the leisure sailor and at £48 for the set, proved to be good value. They show details useful for small boat navigation including the many rocks which lie just below the surface. 'The Baltic Sea' pilot book available in the UK contains useful general information about sailing in Sweden but only has scant information about anchorages in the archipelago.

As the weather was very cold and wet on our first full day, we used the car to visit the nearby town of Vaxholm and to gather some local sailing knowledge about where to sail.

We soon discovered that language is not a problem in Sweden, as most Swedes speak excellent English. Printed Swedish words often bear some resemblance to English ones and with the aid of a dictionary we were soon able to translate many useful pieces of information. For example, 'Vind syd och öst' means 'wind south or east'. We used the pocket Berlitz Swedish -English dictionary which also has a good section on food and drink. Daily newspapers contain excellent weather maps with forecasts up to 5 days ahead. They use coloured icons and maps which are very easy to read. To our surprise, Swedish was far less of a language problem than Danish which, on a previous trail, we found almost indecipherable.

Another source of weather forecasts is Stockholm Radio which transmits an English language weather forecast twice daily on VHF Channel 26 at 9:33 and 21:33 local time (7:33, 19:33 UTC). The Stockholm archipelago is contained in the 'Northern Baltic' sea area. Navigational warnings in both English and Swedish precede the weather forecast and by comparing them we soon learnt a little spoken Swedish - this was very useful for picking up numbers. After a week or so, we were then able to make some sense of the weather forecasts in Swedish which are transmitted more frequently. 'Stockholm International' which transmits news in English every weekday on 89.6 MHz FM did not appear to offer any useful weather information.

During our holiday planning we had already obtained the 'Båturist' (boat-tourist) guidebook from the Swedish Tourist Association. This book, although written in Swedish, lists many of the 'Gästhamnar' (guest harbours). We found that there are very large differences in the facilities offered by marinas in Sweden. The boatyard at Österskär is not listed as a guest harbour as it does not have proper shower facilities. The

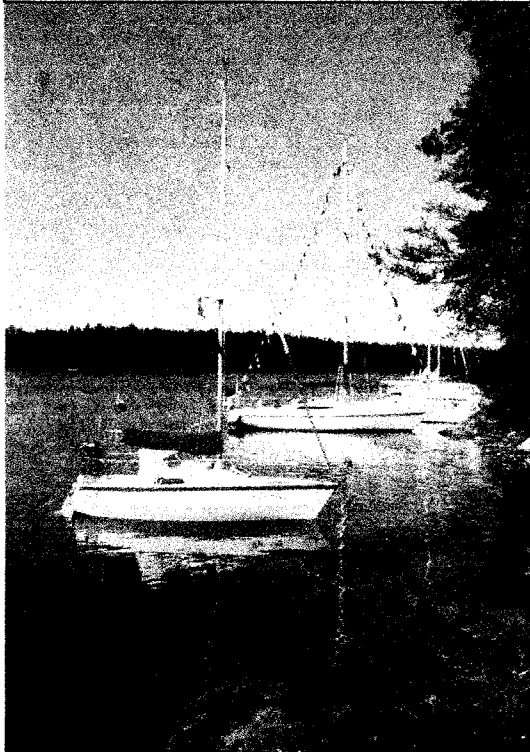
large marina at Svinnige, which is about 3 miles from Österskär, has pontoon space for about 500 boats, but only 6 are allocated for guest use. This marina is mainly for private use and so they do not advertise themselves as a guest harbour. At the other end of the scale the 'Wasahamnen' in Stockholm has spaces for about 200 boats, most of which are used by visitors.

In Sweden, the usual practice in harbours is to moor bows-to-quay using either small finger pontoons or a stern buoy. Local sailors use a snap shackle attached to a long rope and they hook this onto the buoy when approaching the quay. Several boats were equipped with a reel mounted on the pushpit for this purpose. The reel contains a long length of webbing which unwinds whilst the boat approaches the quay, thus saving an untidy coil of rope in the cockpit. Jumping off the bows is a required skill in Sweden and most yachts have a drop pulpit to make this easier.

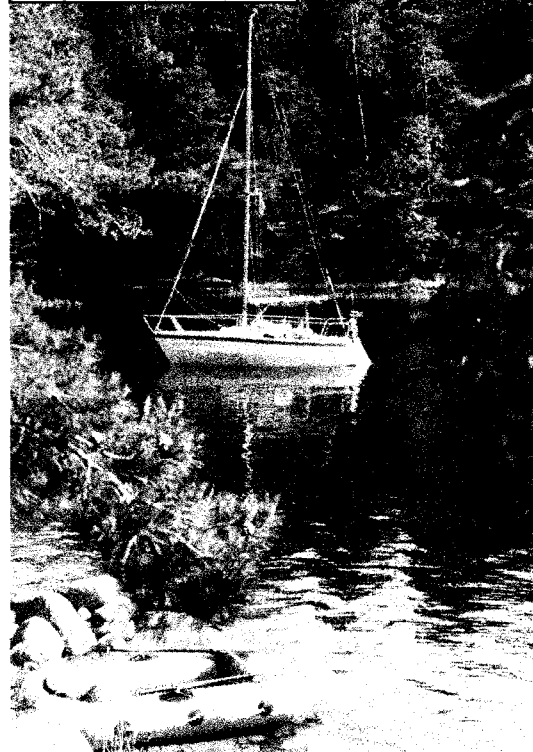
It seems that most Swedes do not make use of the guest harbours, but anchor in sheltered bays within the archipelago. This means that they prefer to use on-board toilet and shower facilities and so there is no great need for marinas to provide good toilet and shower facilities. This proved to be a little disappointing for us in our tiny trailer-sailer and we regretted not taking our portable solar shower with us. Some marinas charged 5 Kronor (about 40 pence) for a shower. All modern Swedish yachts are equipped with holding tanks as the disposal of effluent close inshore is not allowed.

Sailing out of the launching harbour for the first time is always exhilarating for the trailer sailor, but this time it was made even more challenging by the problems of navigation. We were confronted by a view of scores of islands which made it difficult to pick out the channel we were looking for. The GPS receiver, however, proved to be invaluable in

Anchor bow to shore - midsummer's day/night



Quiet bay near Gallnö



confirming our course, firstly through the Lindals-sundet channel, a busy small boat short cut which avoids the main Stockholm commercial shipping channel, and then on through the narrow gap at the north end of Grinda island. We were seeking the quiet anchorage at Krokafladen on Gällnö island. Normal Swedish practice in anchorages is to drop a stern anchor, slowly approach a rock on the shore onto which a crew member jumps, taking a shore line for tying up to the nearest tree. An ancient Swedish law, 'Allemans rätten' (Everyman's rights) grants the 'right of free access' to all stretches of the shore line which are not directly in front of people's houses. This means that you are allowed to tie up to almost any tree provided that you cause no damage.

During the summer months the sun hardly sets and in June/July it never gets dark at night. June 21st is a public holiday which everyone celebrates with a party. Boats out in the archipelago dress overall and many beach barbeques take place. Shops here are few and far between and it pays to be self sufficient if you want to enjoy the natural surroundings. On Gällnö, we went ashore and walked about a mile to find a local store which stocked basic provisions. The purchase of alcohol is restricted to state-run shops in Sweden, is expensive and often difficult to find. Food seems to be about 10%-20% more expensive than in England and eating out about 30% more expensive. We did, however, find an excellent restaurant in the village of Berg on the island of Möja.

Sandhamn is the 'Cowes' of Stockholm and lies near the outer edge of the archipelago. It has two guest harbours, a busy ferry terminal, and only a few small shops. A short walk across the island leads to sandy beaches where we found many people soaking up the summer sun. By now a high pressure system had begun to exert itself over the Baltic making the sunshine seem stronger and more brilliant than in England.

The return trip to the mainland through the archipelago brought us to Bullerön, a remote island with a museum and nature paths. It was then onto Malma Kvarn, a very picturesque mainland marina boasting a French restaurant. Here we met a

yachting couple who recommended a number of their favourite anchorages. From Malma Kvarn yachts with a mast height of less than 11.5m can sail north through the Kolström and Lagnöström channels to Stockholm. We chose the alternative route south and west of Ingarö where, on the island of Ägnö, there is an almost totally enclosed lagoon. Here you can anchor in beautiful sheltered surroundings and, in June/July, watch the sun trying very hard to set behind the fir trees.

North of Ägnö lies the 'Baggenstaket', which is the backdoor route to Stockholm. This very narrow channel can accommodate either one small ferry or two passing yachts at a time. Finding the entrance to the channel by visual means was difficult as it was not until we were 200m away that we finally spotted the orange marker post. Again the GPS receiver proved to be very useful here. Ferries passing through the channel make appropriate sound signals in the narrow sections to warn of their approach, but luckily we did not meet one coming the other way when we passed through.

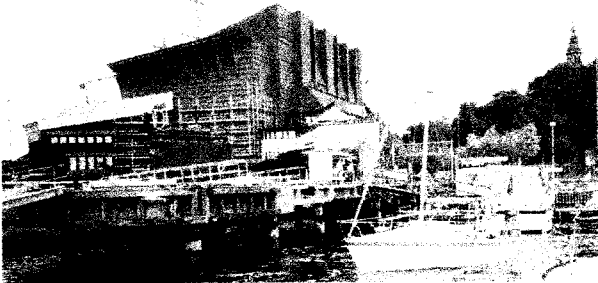
Once through the channel it is a straightforward sail through a gorge to join the main commercial shipping route into Stockholm. We had selected the 'Wasahamnen' marina for our visit, because, as the name implies, the harbour is adjacent to the famous Vasa museum. At £12 per night, this was expensive by Swedish standards, but as we were now in the centre of a European capital city, we considered it very cheap when compared to the price of a hotel room.

Stockholm is often termed the 'Venice of the North'. as it sits astride the main waterway from Lake Malaren to the Baltic. There is a difference of about 60 cm between the Lake and the sea and there are two sets of locks. Boats with low air-height may use the lock by Gamla Stan, which is the old town, but yachts and larger vessels need to use the lock and canal passing south of the main

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town..Stockholm is a beautiful city and well worth visiting - a must is the Vasa museum. This contains the recovered shipwreck, the warship Vasa. She sank in Stockholm harbour on her maiden voyage in 1628 and lay preserved in the mud until she was recovered in 1961.

Leaving Wasahamnen, Stockholm. Vasa Museum in background



The museum has exchanged a number of items with the Mary Rose museum in Portsmouth. Stockholm is a city best explored on foot, particularly the narrow backstreets of the old town. Close to the main tourist information office in the Kungsträdgården, we found the Cafe Milano, an Italian restaurant of great repute.

From Stockholm we then sailed north via the main ferry and shipping route to Vaxholm. Here a picturesque castle stands guard over the seaways whilst a car ferry shuttles back and forth carrying road traffic to the adjacent island. Acting as a major link in the road network, the ferry reminded us of the Cowes chain ferry.

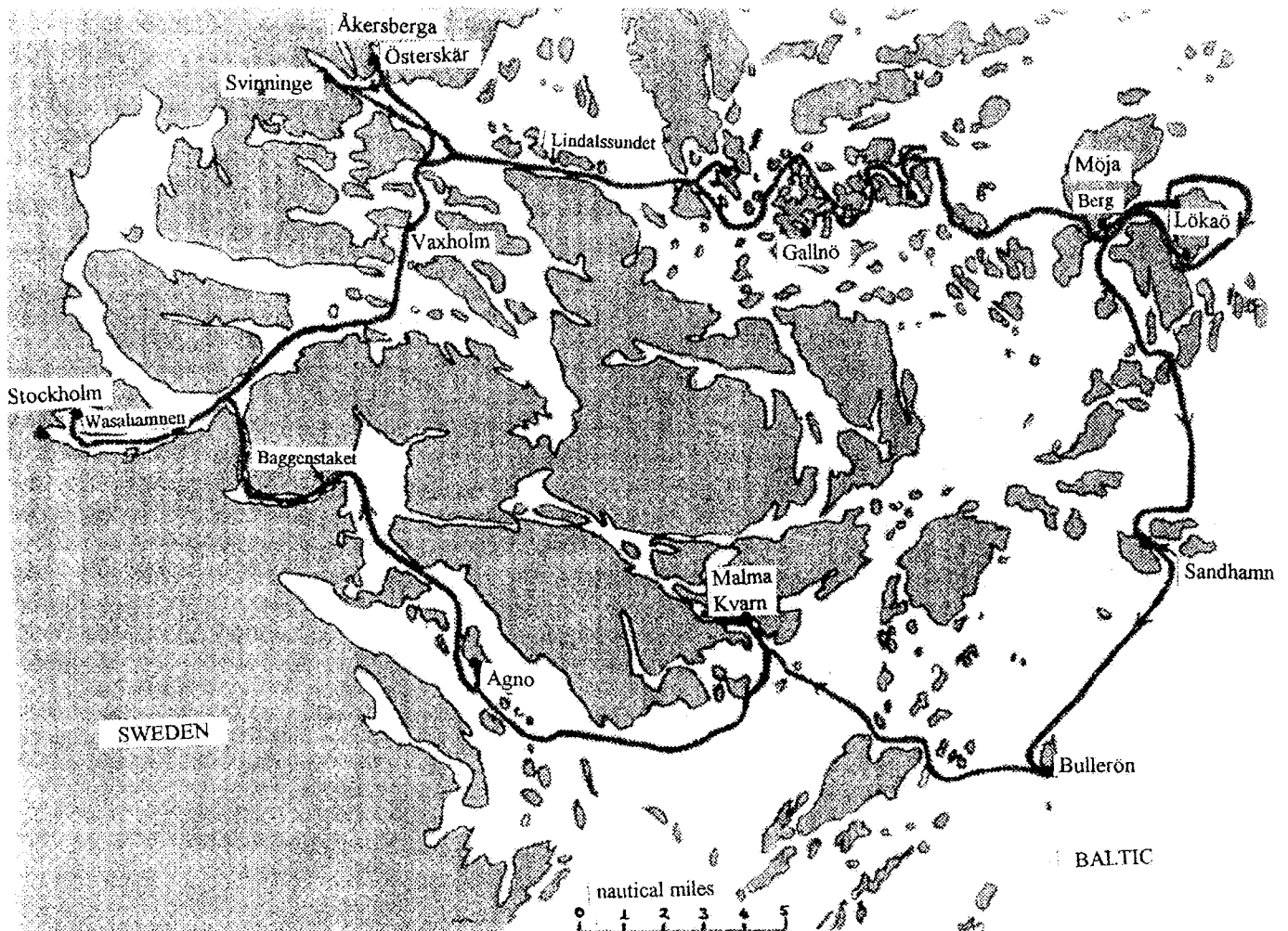
Vaxholm



The harbour at Vaxholm hosts a veteran boat festival every year at the end of June or early in July. Excellent value meals can be obtained at the 'Hamnkrogen' restaurant on the quay. Here you can spend a very pleasant time just watching the passenger and sightseeing ferries bustling back and forth.

Returning to Österskär one day early we decided to take a sightseeing trip to the Åland islands using the car. The Royal Viking ferry terminal at Kapellskär is only 50 miles away. The price for 2 adults and the car for a return trip was far less than the Southampton-Cowes ferry and so we caught the 9 o'clock ferry to Mariehamn, the capital town of the Ålands. Because of various quirks of history, the islands are an autonomous province of Finland, but the population speak Swedish rather than Finnish. With a Baltic summer's high pressure exerting itself and the sun above the horizon for more than 20 hours per day it was hot enough to enjoy a dip in the sea - even at 60 degrees latitude north! We used our day to explore the various marinas and slipways on the main island. The western marina at Mariehamn has a delightful setting, but there is no slipway and car parking is difficult. However, the eastern marina has an excellent slipway and adequate long term parking for car and trailer - perhaps one year we may return to explore these remote islands further?

With our holiday almost over we reluctantly recovered *Tiger Lily* using the slipway at Österskär and drove the 320 miles to Gothenburg to catch the Scandinavian Seaways ferry to Harwich. *Tiger Lily* crossed the North Sea at 23 knots safely parked on the car deck of the 'Princess of Scandinavia'. Meanwhile we spent the 24 hours aboard relaxing and enjoying the on-board facilities whilst someone else took the strain of navigation! Within two and a half days of leaving Österskär, *Tiger Lily* arrived back in home territory - there cannot be a faster or a more pleasant way of returning with your own sailing boat from Stockholm's Skärgården.



Further Information

Further details including a useful list of waypoints are available on the Internet at:
<http://homepages.enterprise.net/murphy/sweden97.html>

or by e-mail to: murphy@enterprise.net

Here is some extra information, which may be of interest to those planning a similar trail.

Road Mileages

| | Road Miles |
|-------------------------|------------|
| Outbound (3 days) | |
| Home to Dover | 156 |
| Calais to Puttgarten | 580 |
| Rodby to Helsingør | 134 |
| Helsingør to Österskär | 395 |
| | ---- |
| | 1265 |
| Inbound (2 days) | |
| Österskär to Gothenburg | 349 |
| Harwich to home | 177 |
| | --- |
| | 526 |
| | ---- |
| Total | 1791 miles |

| Daily Log | Nautical Miles |
|---|----------------|
| Launched at Österskär | 0 |
| Provisioning day at Åkersberga | 0 |
| Österskär to Svinninge marina | 2 |
| Lindalssundet chnl, Västerholmen, Gällnö Krokafladen | 16 |
| Lädnaön (Sviudden) | 5 |
| Möja channel, Lökaö (Saffranskäret) | 9 |
| Clockwise round Lökaö, Lökaö (S.anchorage), Möja Berg | 9 |
| Dävelsöfjärden, Sandhamn | 10 |
| Sandhamn (rest day) | 0 |
| Bullerön (Hemviken), Malma Kvarn | 16 |
| Ägnö (lagoon) | 12 |
| Baggensstäket, Stockholm Wasahamnen | 16 |
| Stockholm (sightseeing/rest day) | 0 |
| Storön Bockholmen (via Vaxholm & Lindalssundet chnl) | 20 |
| Lindalssundet chnl, Vaxholm | 9 |
| Österskär | 5 |
| Åland Islands (sightseeing day) | 0 |
| Recovered boat at Österskär | 0 |
| | ---- |
| TOTAL nautical miles | 129 |

Cost Breakdown:

| | £ | £ |
|--|-----|------|
| Getting there and back (including preparation, road and launch etc.): | | |
| Ferry (2 adults) | 408 | |
| Ferry Costs (car,trailer) | 413 | |
| Car Petrol | | 220 |
| Charts | 79 | |
| Car Insurance | 31 | |
| Launch and Car Park | 28 | |
| | --- | 1179 |
| Living and Sailing Expenses (for 2 people, 3 weeks) | | |
| Boat Petrol | 15 | |
| Marina Fees>Showers | 89 | |
| Meals Out | 229 | |
| Food and Drink | 183 | |
| | --- | 516 |
| Excursions (Åland Islands) | | 31 |
| Misc (Souvenirs, Post cards, photographic) | | 124 |
| | | ---- |
| TOTAL | | 1850 |

Useful information

The Baltic Sea - pilot book. RCC Foundation compiled by Barry Sheffield and published by Imray, Laurie Norie and Wilson 1992 ISBN 0 852288 175 4.

'Båturist' guidebook from Swedish Tourist Association (STF) Box 25, 101 20 Stockholm, Tel: +46-8-643-2100, Fax: +46-8-678-1958

Swedish Travel and Tourism Council, 11 Montagu Place, London W1H 2AL, Tel: 0171-724-5869

Scandinavian Seaways, Parkeston Quay, Harwich, Essex, CO12 4QG,
Tel: 01255-240234. Internet: <http://www.scanseas.com>

Viking Line, Finman Travel International, Greater Manchester, Tel 01962-262662

Planning a Foreign Cruise Volume 1. RYA/Cruising Association Booklet C1/96 available from the RYA.

SWIFT TO THE HUMBER

The object of this voyage was to sail a SWIFT 18 'MISTRAL' to Hull on the Humber estuary and return to North Berwick by road within the time limit of 12 days.

Skipper and Navigator
Jim Stevens

1st.Mate, Chief Engineer and Cook
Jim Barbour

8th. July 1997 Day 1.

North Berwick to Berwick on Tweed

Departed North Berwick harbour at 0810 hrs. Wind fl West. Mainsail, foresail and cruising chute hoisted and made slowly to the South Carr.

By 1004 hrs. the wind had died on us and we had to use the motor before we were abeam of Dunbar. A sign of things to come!

1105 hrs. Abeam Barns Ness Light and motoring.

At 1400 hrs. The wind had appeared, F1 SSE and we sailed for a short time but, if we were to stand any chance at all of achieving our objective we had to keep up an average speed of around 4 knots and with these conditions we had no option but to motor sail.

1420hrs. Abeam St.Abbs Head . Motor sailing.

1540 hrs. Abeam Burnmouth. Motor sailing now against the current.

The 'BALMORAL' pleasure steamer had been cruising in the Forth and she now came past us with a full crowd on board. She made into Berwick for a short stop and then disappeared into the mist in the direction of Holy Island.

1600 hrs. South by East F2, sailing again but with the wind almost dead ahead we had to make long tacks to get anywhere. Visibility not good,

Boat Security

Following the break-in to a Swift 18 kept on a "secure" boatyard on the South coast in seems timely to remind owners of the precautions that can be taken to minimize the cost and inconvenience of theft from your boat.

In this particular case a Swiftech VHF Radio, multi-meter and two lifejackets were stolen after breaking into the cabin by wrenching the lock off the washboards.

All of the advice given is obvious but how many of us review our insurance cover realistically, let alone every-time we pop into the Chandlers and splash out on some piece of equipment or the other!

In addition to the boats "standard" set of equipment, consideration should also be given to the value of the "extras" that we pile into the boat - such as cameras, binoculars and clothing. It is these items that are probably the most vulnerable during our weekend cruises. We all know that we also become complacent about what kit we leave on the boat, rather than carry it from home to the yard. The advice is remove it or insure it appropriately.

Most insurance companies require us to provide them with serial numbers for the more expensive items, but the advice of the local Marine Police Department is to indelibly mark the equipment with boat name and your postcode. Apparently the Police frequently recover equipment such as VHF radios but cannot return them to the owners because they are not uniquely marked.

Now that the season is over and boats are being layed up for the winter it would seem an appropriate time to review your insurance arrangements.

possibly 2 miles or less.

1812 hrs. Arrived Berwick upon Tweed with the wind dying again.

We had sailed 38.5 nm at an average speed of 3.82 knots.

The Harbour master moved us from our preferred berth as the 'PENTLAND TRADER' moved in to load cement for the Orkney Islands.

We finished up lying alongside 'IOLA.' A RIVAL 38, and we were soon invited aboard for a whisky. The captain and his family had sailed down from Dundee and were heading for Holland. During the conversation it turned out that we had common acquaintances at the University of St. Andrews.

We then had a quick walk ashore to get fuel for the engine.

9th. July 1997 Day 2

Berwick on Tweed to Seahouses

0915 hrs. Problems with the outboard motor. Stripped carburettor off, washed out a load of sand. Got the engine running but it was not very happy. However we left Berwick at

By 10.04 hrs the wind had died on us - the shape of things to come?



1020hrs. Wind SE F1 poor visibility and motoring with the main set. Course 155mag.

1200 hrs. Motor sailing 160 mag. Visibility not good and very patchy fog in places. Motor not happy and petrol flooding from carburettor. Decision taken to again clean the carburettor. Jim got organised to do this. Visibility was still

poor and the SE wind had freshened to around F2. The sea was lumpier as the tide changed but nothing to be too worried about.

I sailed the boat while Jim worked on the motor with all the parts safely stored in a bucket. Long tacks around Holy Island which we eventually managed to see - what a blessing to have a GPS at this stage.

1400hrs. Course 160mag. Wind SE F2 now against the current and the sea picking up. Visibility patchy fog. I well remember passing Holy Island on a close reach as we headed inshore past the Goldstone buoy. Lindisfarne Castle was wreathed in mist as we went by at around 3.5 knots at 15.12hrs, this would have made a magnificent photograph had we had the time or the opportunity to take it. I was busy sailing in poor conditions and Jim had his head in a bucket blowing out carburettor jets - such is sailing.

[Try using the dinghy pump with taped up restrictor to avoid petrol getting in your mouth - Ed.]

The weather cleared again to give us a good bearing on the Black Rocks Light and we then had to tack out towards the Inner Farnes although we could not see the islands.

Because of the deteriorating conditions and the motor problems I had already decided to make for Seahouses instead of our primary destination of Amble.

1600hrs. Sailing. Wind SE F2-3 and still poor visibility. Jim had reassembled the engine and we now said a little prayer that it would give us the power when we needed it or we would have to anchor or attempt to sail into a strange harbour.

1709hrs. Course 170mag. Overtaken by two day tripper boats returning to harbour at the same time as we sighted the Shorestone Buoy. Although we always had a good idea of our position it was still heartening to have sight of these boats. We very quickly saw the entrance to Seahouses appear out of the mist and, thanks to Jim's efforts the motor started first time and at 1730hrs. we were berthed in Seahouses harbour.

We felt that we had really earned our rum and coke. By this time the fog really closed in and the

harbour master came along and put the automatic foghorn at the end of the pier into operation. We had this noise above us all night but it was surprising how quickly you get used to this kind of noise.

Another walk ashore to get fuel and stretch our legs.

10th. July 1997 Day 3.
Seahouses to Amble

0800hrs. Thick fog at Seahouses.

0900hrs. Still thick fog. A small open boat 17ft. long with a cuddy at the bow crept into the harbour out of the fog. I picked up his lines and discovered that he had dodged around the coast from Beadnell Bay where he had spent the night. The skipper was from Coquet Sailing Club at Amble and he was gradually making his way back after sailing up as far as Stirling.

1000hrs. The fog was clearing and for the first time we could actually see the Inner Farnes. We had sailed through the inner channel yesterday without seeing the islands.

1140hrs. Left Seahouses. Wind SE F2. Sailing under full main and foresail. Course 100mag.

1235hrs. Abeam N.Sunderland Buoy. Not making much headway against the still ebbing tide so we had to motor sail. Barely 4 knots but the motor was behaving itself. Visibility was improving considerably.

1320hrs. Abeam Newton Buoy. Motor sailing and the wind SSE.

1410hrs. Abeam Castle Point. Motor sailing but the current now beginning to help us. 3.2 - 5.2 knots.

1535hrs. Arrive Amble Marina.

17nM average speed 4.2 knots. A hot shower at last. Food and then a walk to phone home. We filled up with fuel at the Marina before turning in.

11th July 1997 Day 4.
Amble to Hartlepool

0640hrs. Left Amble Marina. Calm and clear.

Motoring. Course 165mag. inside Coquet Island in the company of fishermen.

0812hrs. Calm to SSE F1 Motoring.

0840hrs. Abeam Newbiggin Ness. Course 180mag.

0935hrs. Abeam Blyth Bell Buoy. No wind 160mag.

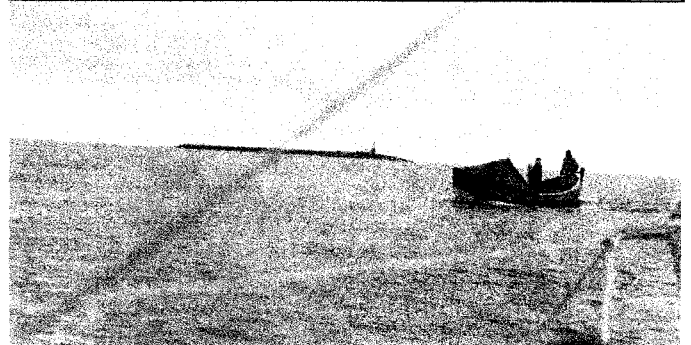
1010hrs. Abeam St.Mary's Light. No wind. Sunshine and lots of visitors at the disused lighthouse. It must have been quite warm on the land as we could feel the heat as we motored along parallel to the coastline and less than half a mile off. 4 - 5 knots.

1022hrs. Abeam Whitley Bay. 160mag.

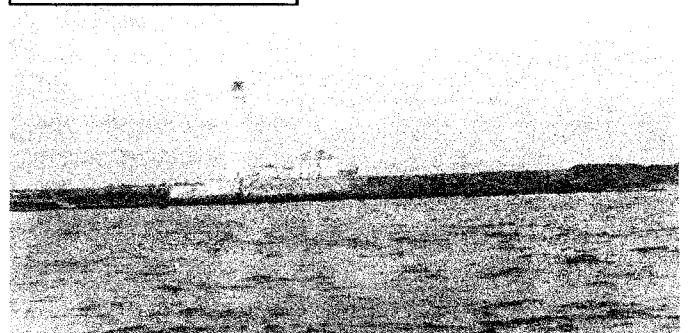
1100hrs. Abeam River Tyne entrance. Sunshine and motoring, calm sea.

1225hrs. Abeam Sunderland entrance.

Inside Coquet Island in the company of fishermen



Abeam St. Mary's



1324hrs. Abeam Ryhope Church. Wind F2 South by East. Sailing (at last) but not making good speed as the tide starts to go against us.

1420hrs. Abeam Seaham. Motor sailing again.

1620hrs. Abeam Hartlepool. Wind freshening to SE F3-4. An attempt to carry on to Whitby was abandoned off Redcar at the Salt Scar Buoy as the wind against tide brought a lumpy sea and much reduced speed. Sailed back to Hartlepool on a run at around 2000hrs. but our initial choice of going in to the pontoons at the Victoria Dock was a bad mistake as the pontoons were in a badly maintained state. A quick VHF call to the new marina in the Union Dock and we were in to the lock pit and moored by 2100hrs. We had averaged 3.9 knots over 13 hours of sailing and motoring. A hot shower, a rum and coke and food made us feel better.

12th. July 1997 Day 5.

Hartlepool to Whitby

0820hrs. Drying out in the marina then shopping for supplies and fuel. Sunshine and SE F1 as per weather forecast. Visibility 3 - 5 miles.

1215hrs. Left Hartlepool. Course 120mag. Main and foresail set but wind dying and inevitably the (by now) dependable motor had to be used.

1235hrs. Abeam Long Scar Buoy. No wind. A fair number of ships anchored off the Tees but almost all foreign flags. One large P & O container ship in the buoyed channel. Motoring and dodging the seine net fishermen with fine nets just below the surface and tiny floats impossible to see from a small boat. The fishermen were also prone to give us confusing signals as to the position of the nets and the direction they wished us to go. It made life interesting.

1400hrs. SE F2 Main and foresail set but speed down to less than 2 knots as the tide picked up. Forced to motor again as the wind moderated and after a long push against the tide we arrived at Whitby at 1620hrs.

An average speed of 3.7 knots but it seemed a long haul up that stretch of coast and whenever we stopped the engine for refuelling we were going backwards. Because of a major sailing race from Sunderland the marina was full and the facilities were not particularly good. We managed to get a shower and after the traditional rum and coke we

went ashore for a beer and fish and chips in the restaurant.

13th. July Day 6.

Whitby to Bridlington

Motored over from the marina pontoon to a convenient spot near to the filling station for more fuel. Purchased extra fuel cans as we were motoring so much and that once we managed to get to Spurn we knew that we would not be able to get supplies. Through the bridge and away from Whitby by 0900hrs. Inevitably the wind was Southerly F1 flat sea and good visibility. I was beginning to pray for just a little more favourable wind.

0921hrs. Abeam Whitby High Light.

0935hrs. Rain. Hopefully just a light shower but the wind had gone.

1225hrs. Abeam Scarborough. Sunshine and motor sailing again. Course 135mag. Watching all the Sunday traffic around the seafront at Scarborough.

1240hrs. Motor raced suddenly. Stopped and investigated and then removed the plastic bag wrapped around the prop.

1320hrs. Wind South F2 Main and foresail. Long tacks avoiding the creel ends. Slow progress but a brief respite from the motor noise.

1410hrs. Abeam Filey Brig. South F1 calm sea and motoring. Course was 140mag. and we were getting into the lee of Flamborough Head. The tide was now flooding and I was a bit concerned that we could get too much wind against the tide as we got round the headland.

1500hrs. Course 135mag. Wind South F1-2 Sea getting lumpier as we had our sandwiches and tomatoes (with plenty of sea salt).

1600hrs. Off Flamborough Head. Motor sailing in F2 Southerly and, for a short time we had very rough water. Some green seas aboard and I had to throttle the engine back and forth to stop some of the banging. Good job we had

the lee boards in the hatch. Two RIB Divers boats were around us heading inshore so we were not alone.

1640hrs. Sailing on a close reach. Course 240mag. heading inshore past the North Smithic Buoy. This was great sailing for a change. 5.2 knots and we ran in close to the shore with only a minor alteration to get to the harbour mouth.

1715hrs. Arrived Bridlington and crept in with the keel up. Average speed 4.26 knots for this leg. Because of the excitement I hadn't called the Harbour master so we had a little jinxing around before we managed to get to the visitor berths. A hot shower in the Fishermens changing areas and then ashore for a beer and some food. Then I discovered that a casualty of the green seas at Flamborough was my watch. It had been completely flooded and was useless. After eating we again had to tackle the problem of getting enough fuel for the final leg of the voyage. We had to get a taxi to the nearest 24hrs. filling station, fill the cans and back aboard for an early start.

14th. July 1997 Day 7

Bridlington to Spurn

We had decided to leave at 0600hrs. I did not have a watch so Jim's travelling clock was placed in a handy position for me to see. I woke up after a restless night, we took the bottom for a short time, I looked at the clock and yelled out to Jim that it was half past seven. Jim grunted, looked at his watch and then glared at me and told me that it was only half past four! I had misread his clock. For a short time I thought that mutiny was in the air but later on we had a good laugh about this. The latest weather forecast we had heard suggested SW F1-2 becoming NW later. Were we about to have some decent wind? No way. The morning was flat calm. We eventually left Bridlington at 0730hrs. Motoring again. Course 155mag. good visibility.

0915hrs. Abeam Hornsea 4.6 knots.

0950hrs. Abeam DZ3 Aircraft range buoy.

1015hrs. Abeam DZ4 Aircraft range buoy. 5.8 knots.

1045hrs. Sailing under main and foresail Wind East F1 course 140mag. Jim managed to sit on the foredeck in the sunshine and re-splice the anchor line to the cable. I had been concerned about this for some time and we would need the anchor before long. Progress under sail was pleasant but slow and eventually the wind all but died.

1100hrs. Motor sailing

1300hrs. Motor sailing 160mag. towards the Outer Binks Buoy and Spurn LV

1420hrs. Spurn LV course 250mag. to Chequer No.3 Buoy and then inshore to Binks 3A Buoy. Speed down to 3.5 knots as the tide starts to ease off. Sunshine, little wind and, despite the motor noise a pleasant afternoon. Around the corner from Spurn Lighthouse and into the little bay opposite the Lifeboat Station and the Pilot cutter moorings.

1612hrs. Dropped anchor at Spurn. Slow leg Average speed 3.6 knots. Pumped up the dinghy and went ashore to stretch our legs and have a nose around the Lifeboat station and take photographs.

15th. July Day 8

Spurn to Hull Marina

0700hrs Rain during the night. We had anchored reasonably close in to the beach, head on the beach with the tide ebbing. The boat was now parallel with the beach, we could almost wade ashore as the wind had come to SW F1. At last a westerly wind when, in fact an easterly would be better for getting up the Humber! Never mind, it was low water and the current would be with us. We moved away from the beach and reset the anchor for a short time so that we could get some breakfast.

0840hrs. Left anchorage at Spurn. Made for the Sunk Channel Buoys and the Hawke Channel.

0850hrs. Abeam S6 5.5 knots.

0930hrs. Abeam Sunk Spit 6.8 knots in the strong tide.

1130hrs. Off Hull Marina Basin.

1230hrs. Moored at visitor's berth in Hull marina.

Average speed up the Humber estuary 5.75 knots

Average speed for the voyage 4.14 knots.

Total distance 221 Nautical Miles.

[Eds note: Has anyone tried sound proofing outboards? May have made the journey more pleasant]



JUBILATION - WE DID IT !

16th July 1997 Day 9

Hire car back to Musselburgh and the North Berwick.

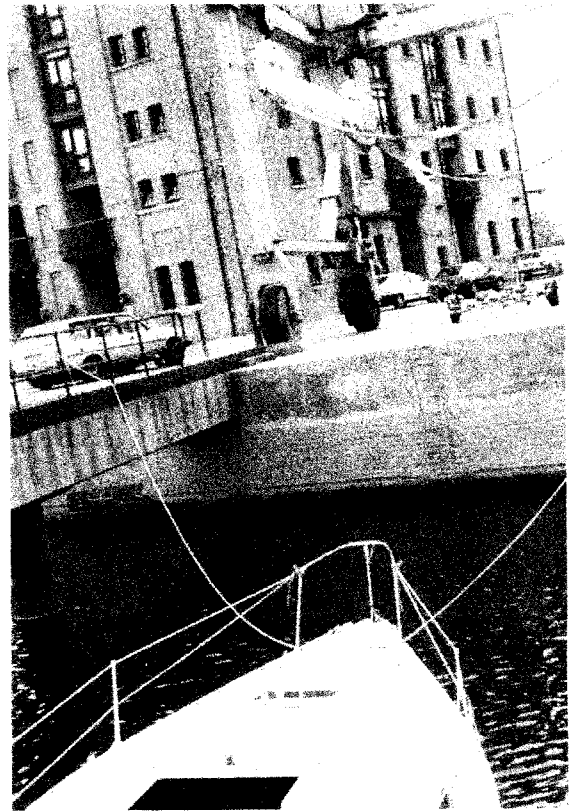
17th. 1997 July. Day 10

An early start. Jim tows the Boat trailer and I drive the hire car back to Hull.

The hire car is returned and 'MISTRAL' is hoisted out of the water at Hull Marina and placed on the trailer.

18th. July 1997. Day 11

Tow back to North Berwick with one slight hiccup of having to get a new tyre for the road trailer.



MISSION ACCOMPLISHED!