

Log of the yacht 'Witch' – 24 May to 14 June 2008
Skipper – Alistair Randall

Saturday 24 May

Doug and Jerry joined me at Walton and Frinton Yacht Club and we got on board. We fuelled and watered at Titchmarsh in strong winds and then spent the night on the mooring.

Sunday 25 May – Walton to Wolverstone – 12nm

The overnight forecast for the inshore waters was 5-6, possibly 7 but we decided to set out and see how the conditions were. As we reached Pye End, some mast hoops came undone and as it was a bit choppy we went into the Orwell to re-tie them. By the time this was done we had missed the tide and with the forecast now 5-7 decided to sit it out at the Royal Harwich Yacht Club. Unfortunately on the outside of the hammerhead we had a bumpy night. Ironically, later I heard that in the Blackwater 30 miles South it was sunny and a nice F4.



Stormbound at Royal Harwich Yacht Club

Monday 26 May – Wolverstone to Levington

It was even windier and chucking with rain, so we went down river to Suffolk Yacht Harbour to be nearer the sea and to get a quieter berth.

Tuesday 27 May – Harwich to Ramsgate – 51nm

Time	Course	Position	Wind	Baro	Sea State	Cloud	Visibility	Comment
0845			S 0-1		Mod	Low	Poor	We set out in mist which cleared with little wind so we motor-sailed.
1058		Medusa	S 0-1		Mod	Low	Fair	
1159	161°(M)	51° 48.083N 001° 27.563E	S 0-1		Mod	High	Good	
1225	201°(M)	Sunk Head.						Altered course for Long Sand
1300	201°(M)	51° 42.176N 001° 28.460E	S 0-1		Mod	Mid	Good	
1340	172°(M)	Long Sand Inner	S 0-1		Mod	Mid	Good	As we traversed Foulger's Gat we could see breaking waves on the sandbanks to the side.
1540	160°(M)	NE Spit. 51° 28.370N 001° 30.329E.	E 0-1		Mod	Mid	Moderate	Slowed to avoid a ship to starboard.
1640	185°(M)	51° 23.318N 001° 31.978E	E 1-2		Mod	Mid	Poor	Off N Foreland
1801	290°(M)	51° 20.330N 001° 30.933E	E 3-4		Mod	Low	Poor	Off Ramsgate. All crew felt that the day was long enough and Dover was too

									far so we decided to put into Ramsgate. The furling line on the bowsprit Wickham Martin fouled and Doug went on the foredeck to untangle it (hero).
1925		Moored in Ramsgate.							



In Ramsgate Harbour

Wednesday 28 May – Ramsgate to Dover – 20nm

The inshore forecast gave strong winds later, so decided to do the hop to Dover before they arrived.

Time	Course	Position	Wind	Baro	Sea State	Cloud	Visibility	Comment
0845								Left mooring Ramsgate
0930	210°(M)	51° 18.987N 001° 27.423E	SE 2-3		mod	Mid	good	Engine off
1036	197°(M)	51° 15.706N 001° 27.113E	SSE 4-5		Mod	Mid	good	Coastguard broadcast an imminent strong wind warning. As we were approaching S Foreland we had to decide whether to run back to Ramsgate or press on to Dover. Decided to press on with the fall-back of turning round.
1136	130°(M)	Close to S Foreland.	S 6-7		Mod	Low	fair	Double reefed the main and an attempt to motor into mounting sea failed. Put out the staysail again and beat SE to clear the headland. Built for the west coast of Scotland, Witch handled the conditions well. Tacked and then headed for Dover East entrance at 9-10 knots. Radioed Port Control for permission to enter and was directed to wait to the North of the entrance on the lee shore for a ferry that was behind us. While waiting head to wind the main was thrashing around, so I went to the foredeck to lower it as I didn't want to send a crew member to do it. In the confused seas Doug was thrown in the cockpit and fell across the edge of a seat, cracking two ribs.
1257								Moored in Dover Marina. As a medic, Doug assessed his own injury and decided that there was no point in going to hospital. We went to Boots for pain killers. I was left questioning what I could have done differently.

In the afternoon we did a tour of Dover Castle. We felt that it was an amazing place that was not being displayed to its best advantage.



Dover Castle

Thursday 29 May – Dover to Newhaven – 58nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0900										Left Dover Marina by the West entrance
0938	220°(M)			51° 05.540N 001° 18.926E	NE 2-3	1017	Slight	Mid	Good	On a run, motorsailing.
1038	220°(M)			51° 02.820N 001° 13.785E	NE 2-3	1018	Slight	Mid	Good	On a run, motorsailing. Just past Folkestone, ferry coming in.
1146	220°(M)	6.5	12	50° 58.229N 001° 06.407E	NE 2	1017	Slight	Mid	Good	Off Romney Marsh, motorsailing
1246	240°(M)	7	18.8	50° 54.014N 000° 57.755E	NE 0-1	1017	Slight	Low	Poor	Dungeness in the rain, motorsailing
1339	240°(M)	7.5		50° 51.316N 000° 49.392E	NE 1-2	1017	Slight	Low	Poor	Goosewinged, motorsailing
1610	240°(M)	4.8		50° 44.122N 000° 29.429E	NE 2-3	1016	Mod	Low	Poor	Raining...motorsailing
1825	280°(M)	6		50° 43.033N 000° 12.176E	N 1-2	1015	Mod	Low	Poor	Beachy Head. Rain stopped-ish, motorsailing
2000			58	Arrived Newhaven						Avoided dredger Medway 2. No marina staff but kind local gave us the gate code. Pontoon finger narrow and only half length which meant that a good part of the boat was not alongside.

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During the day we saw Storm Petrels and Gannets.

Returning to the boat in the dark after putting out the rubbish I missed my footing on the pontoon finger and fell in. Doug and Jerry in the boat right by didn't hear a thing. Luckily the finger was very low to the water and I was able to heave myself out.



Doug and Jerry

Friday 30 May – Newhaven to Yarmouth – 65nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0740										Left Newhaven. Doug pleased to find that while turning over in the night was torture, he could still hoist the mainsail.
0853	252°(M)		6.21	50° 44.865N 000° 04.362W	0	1017	Smooth	Low	good	Overcast, relieved the motoring tedium with a knot lesson.
0950	252°(M)		11.68	50° 43.068N 000° 12.920W	0	1017	Smooth	Low	Fair	Off Worthing

1105	252°(M)	6	19.52	50° 40.499N 000° 24.610W	0	1017	Smooth	Low	Fair	Spent time getting the signal flags ready for dressing overall.
1200	264°(M)	6	24.92	50° 39.078N 000° 32.776W	0	1017	Smooth	Low	Fair	Lots of Gannets.
1300	294°(M)	5.1	30.5	50° 38.344N 000° 41.104W	0	1017	Smooth	Broke n	Poor	Owers, changed course
1330	288°(M)	4.2		50° 39.001N 000° 43.443W	W 1	1017	Smooth	Mid	Fair	Sails up
1430	284°(M)	4.1	36.58	50° 40.363N 000° 50.157W	W 1	1017	Smooth	Mid	Fair	Pullar W Cardinal.
1530	284°(M)	4.9	40.73	50° 41.795N 000° 56.181W	W 1	1017	Smooth	Mid	Fair	Altered course to avoid a ship in the Nab.
1635	294°(M)	4.8	45.99	50° 43.597N 001° 03.496W	W 1-2	1017	Slight	High	Good	Following beside shipping channel to Spithead
1728		5	50.35	50° 45.123N 001° 09.825W	W 1	1017	Slight	High	Good	Mother Bank, following beside the shipping channel to Cowes.
1836		4.9	55.94	50° 46.260N 001° 18.288W	W 2-3	1017	Slight	High	Good	Gurnard. Head wind, sails down.
2005			65							Arrived Yarmouth.

A long day motoring, but made it to Yogaff. We were given a place alongside Peter Garrett's Furstin and appreciated his friendly welcome.



Moored at Yarmouth

Saturday 31 May

Slept in and so missed the race (or drift). I regretted it a bit with the sight of 70 gaffers crossing the line, but I managed to get my Newhaven clothes laundered. I was delighted and staggered to receive a magnificent prize on Sat night in recognition of my restoration of Witch. Three bottles of Talisker now live aboard!

News of aggressive French blockading persuaded me to give France a miss and to alter my plans so I decided to go straight to the Channel Islands after the weekend.



Receiving the Talisker

Sunday 1 June

A relaxing day with visitors and a change of crew. Doug and Jerry left and Paul arrived. I was disappointed to miss a visit from Tom and Ros Cunliffe who came to inspect the changes to Witch since they had seen her when they met June and Bruce Mackenzie on the East Coast. The Yarmouth Festival was really good with street players, bands and a market. In the evenings there were bands and a beer festival in the marquee.

Monday 2 June – Yarmouth to Weymouth – 40nm

We had intended to overnight sail to Alderney but the weather forecast gave the possibility of fog in the Channel so we stayed Sunday night in Yarmouth and went to Weymouth instead.

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0845										Left Yarmouth. We were pinned to the pontoon by both wind and tide and the Berthing Master kindly towed the bow off.
0915	240°(M)	4.1	2.23	Hurst Castle	NE 2-3	1016	Slight	Low	Mod	Motorsailing
1030	249°(M)	5.3	8.53	50° 38.354N 001° 39.099W	NE 2-3	1016	Slight	Low	Mod	Changed course at Bell Fairway
1140	240°(M)	6.4	15.64	50° 36.220N 001°50. 242W	NE 2-3	1016	Slight	Low	Mod	In company with a cruise from Chichester YC
1246	285°(M)	7.3	24.93	50° 34.348N 002° 03.166W	N 1-2	1016	Slight	Low	Poor	St Albans Head, inside route – 9.3kts!
1344	280°(M)	3.8	29.5	50° 34.961N 002° 11.826W	N 1-2	1016	Slight	Low	Poor	Off Warbarrow Bay. Engine off.
1502	284°(M)	4.0	34.46	50° 35.875N 002° 19.483W	N 2-3	1016	Slight	Low	Poor	Off White Nothe – Rain
1640			40							Tied up Town Quay - Rain

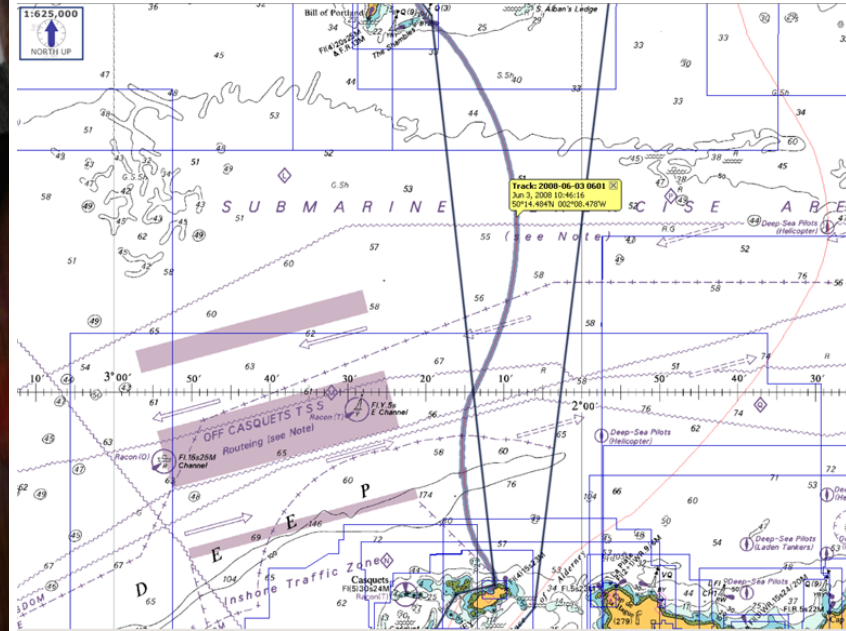


The Needles in the mist

Tuesday 3 June – Weymouth to Braye – 60nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0545										Left mooring
0700	155°(M)	5.6	4.77	50° 33.087N 002° 21.833N	NW 5-6	1015	Mod	Low	Poor	Engine off 0740
0810	172°(M)	5.3	11.07	50° 28.233N 002° 12.341W	NW 4	1015	Mod	Low	Poor	3.4 kts of easterly tide
0903	178°(M)	5.1	15.74	50° 24.184N 002° 12.341W	NW 4	1016	Mod	Low	Poor	
1001	178°(M)	6.4	21.33	50° 18.923N 002° 09.436W	W 4-5	1016	Mod	Low	Poor	

1102	178°(M)	6.5	27.53	50° 12.803N 002° 08.410W	W 4-5	1017	Mod	Med	Good	
1214	178°(M)	7.2	35.47	50° 05.038N 002° 10.683W	W 4-5	1018	Mod	Med	Good	Reefed at 1140 and took in the staysail. Should have done it sooner.
1319	143°(M)	6.8	43.32	49° 57.711N 002° 15.125W	W 4-5	1018	Mod	High	Good	Changed course to counter the tide which put us close to a run. Strong westerly tidal stream north of Alderney was rough with wind over tide
1410	037°(M)	2.0	48.3	49° 53.117N 002° 15.507W	W 4-5	1020	Mod	High	Good	Gybed to try and gain ground East. Engine on. Wore round to avoid gybing again. As we got closer in the tide eased and we began to make the harbour entrance.
1635			60							Moored in Bray harbour.



Paul

Tide in the Channel - Southbound

Wednesday 4 June

We had a day off in Alderney and hired bikes to tour the island. We stopped at the Marais Inn for lunch and a very good pint. Lots of fortifications of different ages; some built on top each other. From the cliff we could see standing waves in the Swinge. We also found the train in its siding which was an old tube train. We finished off the day at the First and Last fish restaurant, which is also recommended.



Alderney day off



Thursday 5 June – Braye to St Peter Port – 23nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
1050										Left mooring at Alderney
1148	210°(M)	4.5	4.16	49° 42.514N 002° 15.790W	S 2-3	1020	Slight	Med	Good	Off Les Etacs
1311	190°(M)	5.6	11.36	49° 42.514N 002° 15.790W	S 2-3	1020	Slight	Med	Good	7.75 miles from Little Russel
1354	210°(M)	6.2	15.84	49° 32.754N 002° 25.473W	SW 2-3	1021	Slight	Med	Good	Approaching Little Russel. The tide was sweeping us down and I had a bit of a worry about how to get out of the stream and into the harbour and I probably stayed closer to the shore than I needed.
1524			23.06							Arrived St Peter Port. As the tide was low we went to starboard by the ferry terminal to find deeper water. Glad to have had Paul on board with all his previous experience of the area.

We found there was no water taxi as the man had the week off and there was no replacement. The harbour master seemed to be too embarrassed to come and collect money so we had a free night. We pumped up the flubber and outboarded ashore for something to eat. Moored next to us on the pontoon was an enormous German yacht with a mast twice the height of ours.



Witch dwarfed by German yacht

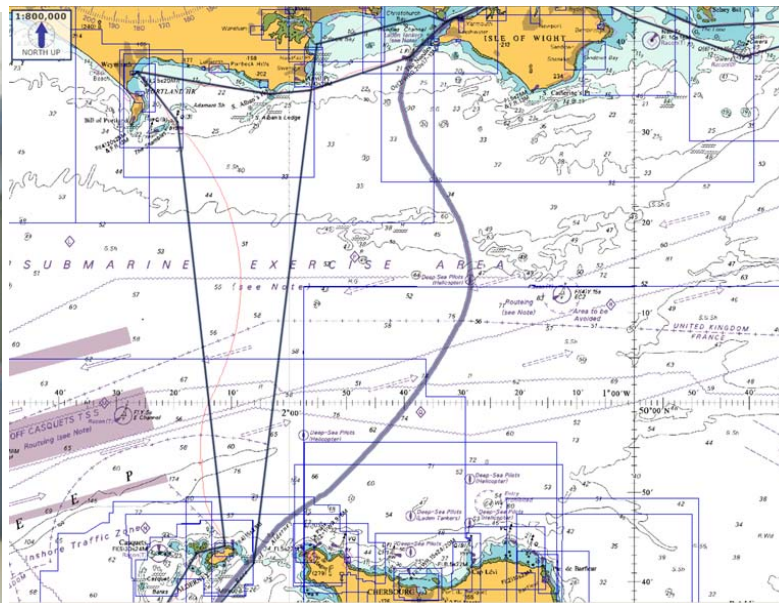


St Peter Port

Friday 6 June – St Peter Port to Yarmouth – 99nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0615										Left St Peter Port heading for the Musé Passage
0730	042°(M)	9.7	7.67	49° 29.434N 002° 22.317W	NW 4	1023	Mod	Clear	Good	Off NE of Herm
0918	042°(M)	14.2	25.74	49° 43.678N 002° 05.194W	NW 4	1022	Mod	High	Good	In the race at 14.9kts!! off NE Alderney
1002	062°(M)	9.3	33.18	49° 48.612N 001°56.838W	NW 3-4	1022	Mod	High	Good	Reaching the end of the race, being taken East.

										Engine on 1005 to make Northerly headway.
1104	000°(M)	8.6	43.42	49° 55.499N 001° 45.138W	NW 3	1022	Slight	High	Good	
1208	000°(M)	7.2	52.2	50° 02.280N 001° 36.682W	NW 3-4	1022	Slight	High	Good	In the eastbound shipping lane
1326	000°(M)	5.5	60.95	50° 09.794N 001° 29.823W	NW 3-4	1023	Slight	High	Good	Engine off. Altered course to avoid a yacht.
1412	000°(M)	4.5	64.69	50° 13.367N 001° 28.487W	NW 3-4	1022	Slight	High	Good	1440 engine on to avoid tanker.
1509	355°(M)	6.4	69.77	50° 18.454N 001° 29.620W	NW 3-4	1022	Slight	High	Good	Isle of Wight in sight. 1540 engine off
1604	355°(M)	5.6	75.67	50° 23.452N 001° 33.382W	NW 3-4	1021	Slight	High	Good	21 nm SE of Studland
1720	355°(M)	5.0	82.38	50° 29.538N 001° 38.906W	NW 3-4	1021	Slight	High	Good	Engine on to combat the tide as we were swept more East than anticipated. Changed destination to Yarmouth as wind and tide both against us was too much to make Poole. Engine off 1853
2015			99.17							Moored Yarmouth



Speed in the Alderney Race

Tide across the Channel - northbound

Saturday 7 June – Yarmouth to Gosport – 28 nm

Refuelled at Yarmouth before swanning around the Solent for the day. Motored to Newtown Creek to have a look but didn't stay. Motored across to the Beaulieu River and up to Bucklers Hard. Nowhere to stay, so came back down again. Put the sails up in the lower reaches of the river and then sailed to Gosport. The Solent was quite crowded and we saw another yacht being nicked by the pilot boat of a ship for ignoring the exclusion zone. Arrived at Gosport Marina at 1838 where we met Russ. The three of us went out to eat at the local pub.

Sunday 8 June – Gosport to Eastbourne – 60nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0715										Left Gosport Marina
0812	113°(M)	6.5		50° 45.398N 001° 02.319W	N 2-3	1026	Smooth	High	Good	Horse & Dean Sand – sailed briefly but then motorsailed.
0915	110°(M)	6.8	10.9	50°42.619N 000° 52.742W	N 2-3	1026	Slight	High	Good	Medmery Bank
0940	065°(M)	7.8	14.5	Street and Boulder	NE 3-4	1026	Slight	High	Good	Changed course. Engine off
1010	095°(M)	6.6	17.02	50° 41.997N 000° 43.649W	NE 2-3	1026	Slight	High	Good	East Borough Head. Engine on.
1117	095°(M)	6.9	23.94	50° 41.654N 000° 32.454W	E 2-3	1026	Slight	High	Good	Off Littlehampton. Wind shifty Var from NE to ESE.
1214	081°(M)	7.8	30.98	50° 41.965N 000° 21.298W	ESE 2-3	1026	Slight	High	Good	Off Worthing
1316	095°(M)	7.2	38.75	50° 42.280N 000° 09.202W	ESE 2-3	1027	Slight	High	Good	Off Brighton
1414	065°(M)	6.6	45.62	50° 42.685N 000° 01.103W	SE 2-3	1027	Slight	High	Good	Off Newhaven
1515	065°(M)	5.7	51.94	50° 43.625N 000° 11.085E	E 2-3	1027	Slight	High	Good	Approaching Beachy Head
1615	027°(M)	4.5	56.7	50° 44.781N 000° 17.595E	E 2	1027	Slight	High	Good	Approaching Eastbourne. We paid the price of having a close view of Beachy Head with having to stem the tide accelerating round the

										headland.
1735			60							Tied up in Sovereign Marina after locking in. Fingers were very short and made it difficult to moor.



Beachy Head

Monday 9 June – Eastbourne to Dover – 46nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0840					N 2-3	1029	Slight	Fair	Good	Refuelled before locking out. Left lock at Sovereign Marina
0930	062°(M)	5.1	2.43	50° 47.637N 000° 23.373E	N 2-3	1029	Slight	Fair	Good	
1050	060°(M)	4.1	8.72	50° 49 294N 000° 32.961E	NE 2-3	1029	Slight	Fair	Good	Off Hastings
1130	070°(M)	4.5	11.45	50° 49.740N 000° 37.203E	NE 2-3	1029	Slight	Fair	Good	Still off Hastings
1250	070°(M)	4.0	17.23	50° 50.801N 000° 56.133E	NE 2-3	1029	Slight	Fair	Good	Rye Bay
1333	070°(M)	4.5	20.47	50° 51.672N 000° 50.933E	NE 2	1029	Smooth	Fair	Good	Lydd firing range. Sea glassy. Coastguard plane patrolling the range limit.
1435	060°(M)	4.0	24.72	50° 53.405N 000° 57.185E	NE 2	1029	Smooth	Fair	Good	Dungeness
1629	068°(M)	5.2	34.66	50° 59.678N 001° 07.627E	NE 2	1027	Slight	Fair	Good	Off Dymchurch
1729	041°(M)	7.0	40.76	51° 03.289N 001° 15.112E	NE 3	1027	Slight	Fair	Good	Off Folkestone
1845			46.05							Moored Granville Dock, Dover.

Tuesday 10 June – Dover to Brightlingsea – 65nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0515										Left Granville Dock. Radioed for permission to leave, told to go by West entrance at 'best speed' to avoid a huge cruise ship and then hold at East entrance.
0611	010°(M)	8.1	5.38	51° 09.493N 001° 25.019E	NW 3-4	1025	Slight	Fair	Good	S Foreland – Sailing!
0716	015°(M)	5.0	12.2	51° 16.068N 001° 28.006E	NW 2-3	1026	Slight	Fair	Good	NW Goodwin Engine on 0724
0818	333°(M)	5.3	18.12	51° 21.658N 001° 29.992E	NNW 1-2	1027	Slight	Fair	Good	Off Broadstairs
0915	333°(M)	4.8	22.58	51° 26.191N 001° 30.351E	NNW 1-2	1027	Slight	Fair	Fair	Margate Road
1023	333°(M)	5.0	27.75	51° 31.172N 001° 28.324E	NNW 1-2	1028	Slight	Fair	Poor	Outer Tongue. Arco Adur dredger following us.
1116	338°(M)	4.9	32.25	51° 35.366N 001° 26.156E	NE 4	1027	Smooth	Fair	Fair	Approaching Foulger's Gat
1218	011°(M)	4.5	37.19	51° 40.070N 001° 25.955E	NE 2-3	1026	Slight	Fair	Fair	In the Black Deep
1318	011°(M)	4.1	42.01	51° 43.881N 001° 27.831E	NE 2-3	1027	Slight	Fair	Good	Approaching Sunk Head
1424	000°(M)	3.7	46.78	51° 47.708N 001° 25.350E	NE 2	1027	Slight	Fair	Good	NE Gunfleet. After a discussion on different methods, played at

										Heaving to. Russ had been told to centre the helm and let the boat turn in circles. We tried this and just sailed in a straight line. Using the traditional way of putting the helm down had us properly hove to. The turning in circles method seemed most odd.
1516	243°(M)	6.5	51.66	51° 47.962N 001° 18.674E	NE 2	1027	Slight	Fair	Good	Off Frinton
1615	243°(M)	6.2	57.98	51° 46.473N 001° 08.951E	NE 2	1027	Slight	Fair	Good	Off Clacton. Took the inside route over the sands with the high tide.
1745			65							Moored Brightlingsea

No water taxi so pumped up the flubber to get ashore. Kindly let in to Colne YC for a shower; then walked in to Brightlingsea to the Fish and Chip restaurant.



Russ

Wednesday 11 June – Brightlingsea to Ramsholt – 35nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0800										Left Brightlingsea. Put a reef in to start as the wind was funnelled round Mersea and felt very strong. Soon shook it out. Towing the flubber.
0935	050°(M)	6.0	5.78	51° 43.933N 001° 04.668E	NW 3-4	1026	Slight	Fair	Good	Knoll cardinal. Engine off 0840
1030	050°(M)	6.5	11.89	51° 47.057N 001° 12.878E	NW 4	1026	Slight	Fair	Good	Off Holland-on-Sea
1128	050°(M)	4.9	17.7	51° 50.938N 001° 19.931E	NW 3-4	1026	Slight	Fair	Good	Medusa. Wind shifty

1231	000°(M)	4.1	23.3	51° 55.819N 001° 23.531E	NW 4	1025	Slight	Fair	Good	Wadgate Ledge. Avoided a ship out of Harwich.
1331	060°(M)	4.0	27.04	51°59.119N 001° 25.876E	NW 4	1026	Slight	Fair	Good	Off Bardsey Cliff. Went past the entrance to the Deben for a while to wait for the tide before crossing the bar. Engine on 1420
1545			35.03							Moored Ramsholt on a mooring kindly pointed out by the 'Harbourmaster' who remembered Witch and June and Bruce.

Thursday 12 June – Ramsholt to Walton – 28nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
0725						1018				Left mooring Ramsholt on high water.
0825		3.8	4.46	51° 57.806N 001° 23.543E	NW 3	1019	Slight	Low	Good	Off Felixstowe. Engine on 0930 in Harwich Harbour. Radioed to arrange diesel at Suffolk Yacht Harbour to be told none available.
1206		3.4	17.73	51° 57.806N 001° 13.495E	N 4-5	1020	Slight	Low	Good	In R Orwell, Buttermans Bay. Went to Wolverstone for diesel but pontoon had gusting

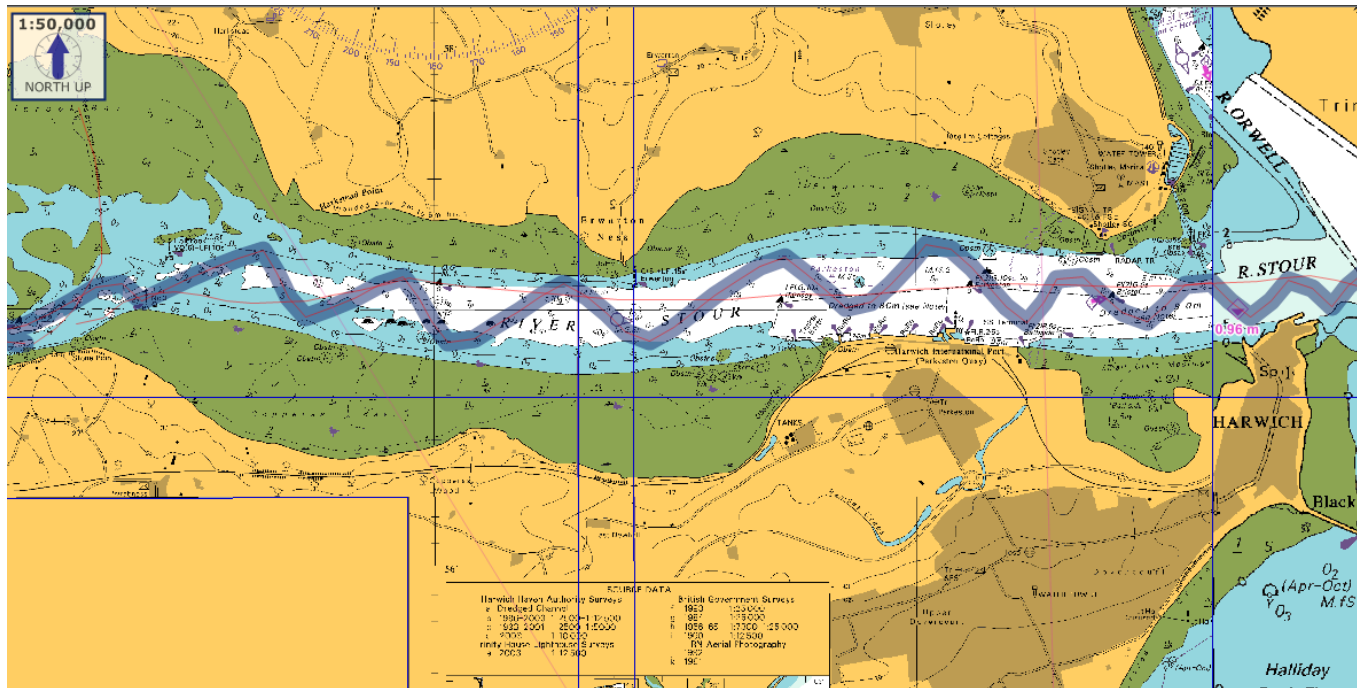
										wind on. Radioed to check if harbourmaster launch available to help get off. Answer no, so left it as still had half a tank.
1512			28							On mooring at Walton. After deflating flubber, finally went and got diesel at Titchmarsh and returned the hired liferaft.

Dinghied up to Walton and Frinton YC for dinner and then back on board for the night. Dropped Russ off to the railway station in the morning.

Friday 13 June – Walton to Wrabness to Holbrook to Walton – 26nm

Time	Course	Log kts	Dist nm	Position	Wind	Baro	Sea State	Cloud	Vis	Comment
1240					W 3			High	Good	Left mooring at Walton single handed. Wind direction made hoisting sail tricky.
1346				51° 55.696N 001° 18.442E	W 3		Slight	High	Good	Cliff Foot
1450				51° 57.155N 001° 15.337E	W3		Smooth	High	Good	Parkeston
1548				51° 57.135N 001° 10.527E	SW 3		Smooth	High	Good	Sailed all the way to Wrabness. Beat up the Stour.
1630			13.26		SW 3	1019	Smooth	High	Good	Picked up a mooring at Wrabness. Pleasant

										evening with Pete the Knife and the OGA.
Sat 14 June										
0745			1.01		0		Smooth	Fair	Good	Departed Wrabness for Holbrook. Crept in to RHS until ran aground. Rising tide freed me and moved further out to anchor. Breakfast at RHS.
1030			1.01		E 1-2		Smooth	Fair	Good	Departed Holbrook for Wrabness.
1230					E 2		Smooth	Fair	Good	Departed from Wrabness for Walton single handed; sailed off the mooring.
1331				51° 57.034N 001° 13.265E	E 2		Smooth	Fair	Good	Erwarton S cardinal. On a run. Engine on.
1421				51° 55.094N 001° 18.035E	E 2		Slight	Fair	Good	Pye End. Quite busy in the Walton Channel so dropped sails as didn't want to be doing that and avoiding Stone Pointers at the same time.
1515			10.67							Arrived mooring Walton.



Beating up the Stour

Reflections

The trip was dominated by the changeable weather and we needed to get regular forecasts to check if they were stable or changing. The other factor was the passage making nature of the route. With only three weeks the weather used up all the slack in the timetable and so there was no time to stop and potter except for one day in the Solent. This also meant extensive use of the engine to keep up the speed necessary to make destinations. My thanks go to my crews who helped make the trip possible. However, three weeks was long enough for me to become completely accustomed to Witch as my living space.

Witch is 110 years old and her major structure is all original and I would not deliberately put her in the path of fierce winds, but when the weather blew up she showed she is still a capable sea boat that inspires confidence.