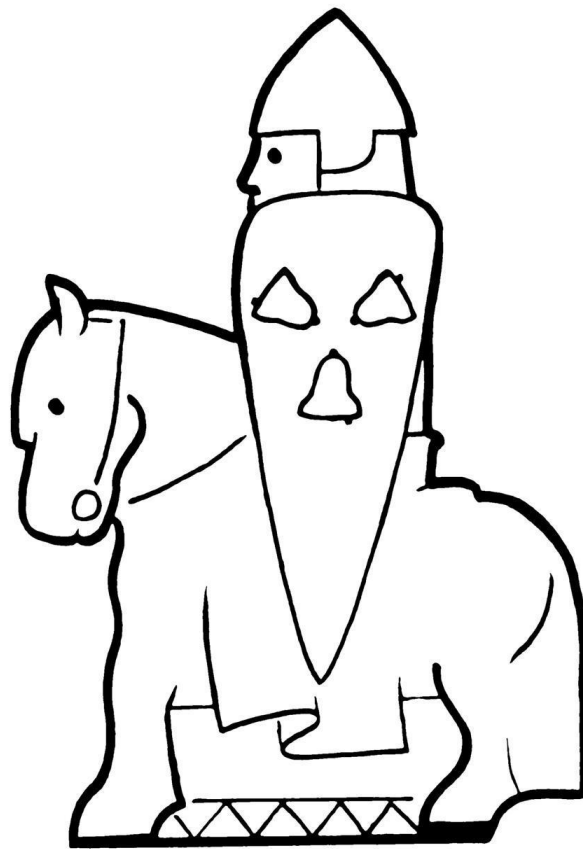




## Chronicles of the Yacht

# White Knight of Purbeck



Season 3 2021

The (Second) Year of Covid  
in which “The best made plans” really did “gan agley”

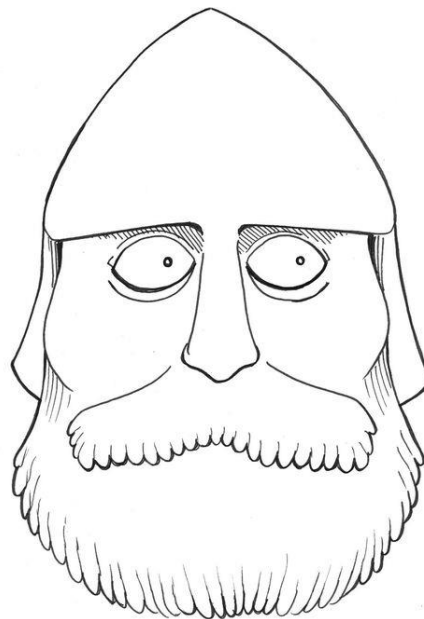
Lockdown Cruises in the Irish Sea (and beyond?)

By: Chris Jones and the various crews of *White Knight*



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As a bard once put it "The best laid plans of mice and men gan oft agley".

In 2021 they did.

The following log is compiled, edited and expurgated from the deck log and other recollections of our cruises.



## Introduction

### ***The Idea***

Having successfully escaped the delights of the western Isles and the rising tides of nationalism in Scotland, through the chaos of Covid we managed to get White Knight safely home to Wales in 2020 (the year so bad they named it twice).

This log chronicles our continuing adventures in our boat “*White Knight of Purbeck*” How we continued adapting her to our needs and ourselves to her limitations while exploring one of the most beautiful nations in Britain (Wales) and getting the crew more competent and confident sailing a Contessa 32.

### ***The Crews***

- Owners: Ian, Chris & Jonathan
- Day Skippers: Jan & Elin
- Competent and visiting Crews: Jess, Martin, Jan M, Zoe, Hazel, Debbie & Mike

### ***The “Plan”***

Cruise plans for 2021:-

- Winter refit at Caernarfon, aiming to start sailing again in March / early April.
- Spring cruises (April - June) The Welsh Coast and Irish Sea,
- A Whitsun Whiskey Cruise to Islay, Jura, Gigha and the Antrim coast ?????
- Summer cruise ideas:- Cardigan Bay, Bristol Channel, North Cornwall, Scilly Isles???? Ireland??
- Local Sailing around Anglesey and the Llyn Peninsular
- Winter Refit

### ***What Happened Next***

The year started with all of Wales and most of England & Scotland in Covid Lockdown. Brexit had been done but even the combined density of Farage and the optimism of BoJo could not shift the mighty British Isles an inch further from the continent of Europe. Fickle people may shift in their allegiances, but the rocks that make Britain remained steadfastly attached to the European continental shelf.

As lockdown followed lockdown, travel bans and rules changed, reactions to the ever-changing Covid landscape evolved. Working from home evolved into living at work. Elin's A Levels changed from teacher assessments to formal exams marked by teachers running on the original timescales. Time in college increased but without enough foresight to plan. Jan became more and more involved in running mass vaccinations.

My term as Commodore of Gresford Sailing Club (probably the smallest sailing club in the world) was extended into another season and became a significant thief of time as lock down easing was replaced by a vastly increased demand for our activities.

Spring cruise plans evaporated. Ireland and the Isle of Man remained out of bounds. The planned Whitsun Cruise to the Whiskey Isles evaporated with the “Angels Share”, as did the hope of joining the RWYC cruise to the Isles of Scilly. Pandemic turned to “pingdemic” and plans for local cruises with J&J evaporated as J's pregnancy developed.



## The Logs

### ***Shakedown Cruise***

Date			
From	Caernarfon	Towards	Caernarfon

#### Tides (BST)

Port	Dover						

#### Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis



#### Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long

#### Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p>We kept White Knight afloat in Victoria Dock Caernarfon all winter. Lockdowns limited the time we could spend on board but as newly admitted members of the Royal Welsh Yacht Club there were people around who could keep an eye on her while travel bans were imposed and tightened.</p> <p>The winter refit was largely limited to the basic engine service, having the genoa and spray hood valeted and repaired along with routine checking over running rigging etc. the quick fix of "Creeping Crack Seal" seemed to have solved the leaks around the saloon windows.</p> <p>The major winter project was to complete the Nav Station upgrade to a fully integrated NMEA 200 system (see Appendix A). We also started to work towards refitting the fridge by extending the solar panel cabling to recharge a dedicated fridge battery on a totally separate circuit from the main engine and domestic batteries. Jonathan took the cockpit grating home to build a new grating from reclaimed timber formerly the deck of an oil rig supply vessel refurbished by Cammell Lairds.</p> <p>In April travel restrictions were eased enough to make the first forays back to White Knight and do the on-board bits of the refit. Old instruments and redundant cabling were removed, and a stereo was fitted. A Friday off work and a trip to the sail makers to collect the genoa and spray hood, ahead of a weekend fiddling with the bits. Passing family and friends joining us for a socially distanced mug of tea in the cockpit. A chance at least to start meeting up again.</p> <p>With all the bits back in place, time for a weekend with Elin &amp; Jan to shake down. Saturday afternoon a quick motor and sail up the Menai Straits to Plas Newedd having a brief chat with Elin's friend Catryn out foiling on her windsurfer from Porth Dinorwic. Back in Victoria Dock for the night. Chance to adjust the run of the reefing lines.</p> <p>Sunday another brief sail feeling the edge of the sand banks over the Caernarfon Bar to Llanddwyn Island and back. Elin collecting "Content" for her Instagram site. Sailing back through Fort Bellan the tide was strongly against us so we hunted out the back eddies while watching the echo sounder like a hawk. 0.2knots SOG at the worst point but though in time to get back into Victoria Dock before the gate closed on us.</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>

**Porth Dinllaen**

Date	1 May 2021		
From	Caernarfon	Towards	Porth Dinllaen

## Tides (BST)

Port	Caernarfon						
HW	14:00	4.9m					
LW	20:30	1.0m					

## Weather forecast

Time	06:00	Gale Warnings	
Gen Synop			
Area	Wind	Sea	Weather



## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
12:05	235	834	0	NE 3	SI	Depart Victoria Dock
13:30	206	842	8	NW3	SL	Off Fairway Buoy, Turn for P Dinlleian
14:00	206	845	11	W 4	SL	
15:00	200	852	18	WNW 4+	SL	
15:40		856	22	WNW 4+	SL	Anchored P Dinlleian
2 May						
10:00	025	856		E1		Dept P Dinllaen Sails up Engine off
11:20	030	864	8	SW3	SI	
12:15	Channel	869	13	SW3	SI	Fairway Buoy abeam
13:30		874	18			Moored Victoria Dock

## Day Summary

Crew	Chris, Elin Ian & Jonathan		
Hours underway			
Log	40		



Time	Notes
	<p>First overnight cruise destination outside the Caernarfon Bar of 2021.</p> <p><b><u>1 May</u></b>  Jonathan brought the new and much-admired cockpit grating.  Out over the Bar, Sandwich Terns shrieked and perched on the channel buoys.  Passing the Fairway marker, thoughts of a spinnaker run eased as the wind went further west onto a beam reach down the coast to Porth Dinllaen Time to play with the new instruments including the NMEA 2000 Wi-Fi interface to the iPad.</p> <p>We anchored behind the fishing boats in 3.5m of water, launched the dinghy and headed for the Ty Coch for Elin to buy me her first legal pint. (Her 18<sup>th</sup> birthday was in locked down February with boring parents and Grandma. Not the celebration she would have chosen).</p>  <p>The beach was busy with holidaymakers enjoying their first break, kids on paddle boards.</p>  <p>With a whisp of cloud caressing its summit Yr Eifel was pretending to be a volcano.</p> <p>Parents enjoying a beer from the pub, the beach disco firing up as the evening drew in</p> <p>Sue, Jess and Sarah, joined us then whisked Ian and Jonathan away, leaving Elin and I to rustle up some dinner and wait for the morning tide.</p> <p>Pasta for dinner, then a rollie night at anchor as the wind came round to the north and swell came into the bay</p>



## 2 May



Calm dawn then gently rising wind from the SW.

Elin ran the passage plan back to Caernarfon. All good preparation for her Dazedkipper course.

10:20

*Pan Pan: Vessel overdue. Albin Ballard of Bosham, 24' Blue hull on passage from Milford Haven to Maryport via Anglesey. 2POB Lost contact off Fishguard 15:00 on 1/5. Known to have had engine problems. The message went on to request sightings of the vessel and was repeated every half hour.*



12:20

*Pan Pan Finnis: Overdue Vessel sighted off Fishguard and taken in tow by St David's lifeboat*

This brief incident had me reconsidering the need for an AIS transponder. The potential search area between Milford Haven and Mary Port was large. That the vessel was taken in tow in roughly the same area nearly 24 hours later suggested total engine failure and little wind / progress under sail. If Albin Ballard of Bosham has an AIS Transponder would the incident have been raised to an Overdue Vessel Pan Pan report?

Back over the bar and into Victoria Dock for the end of the trip.



**Destination Cornwall**

Date	21 -22 June 2021		
From	Caernarfon	Towards	Bardsey bound for Aberystwyth

## Tides (BST)

Port	Dover						

## Weather forecast


Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
17:40						Dept Caernarfon
18:20				N4		Fort Bellan abeam
22:20				N4		Loosing daylight so anchored Porth Dinllaen in 4m

## Day Summary

Crew			
Hours underway			
Log			

Time	Notes
	<p>First leg of planned family summer cruise to the Bristol Channel, North Devon and possible Cornwall.</p> <p>The plan for Leg 1 a delivery trip from Caernarfon to Aberystwyth. Chris &amp; Elin with Elin's friend Catryn. With an overnight stop on the Llyn peninsular. Then to come back at the weekend with Jan and sail on to the Bristol Channel for a week. But the plan was not to come to pass.</p> <p>Met Catryn at Victoria Doc after her last day of term. A Level results to get University place were assured, so time to relax and enjoy life.</p> <p>Briefing and prep for sea. Departed Victoria Dock on the first of the ebb. Out through Belan narrows and over the Bar.</p>  <p>Genoa reach but not fast enough to make the tide gate at Bardsey Sound so we pulled into Porth Dinllaen for a rollie night at anchor.</p> <p>Catryn asleep almost as soon as she hit the bunk.</p>

# The *White Knight* Chronicles Season 3 2021



Date	22/6/21		
From	P Dinllaen	Towards	Aberystwyth

## Tides (BST)

Port	Dover		Aberystwyth				
HW	09:40	22:00	06:20	19:00			
LW			13:40				

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis


## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:20		1445	0	Var 1		Up Anchor
08:30		46	1			Clear Porth Dinlleian Head
09:30	225	62		SE1/2	SI	
10:30		69		NE2	SI	Bardsey Sound and Aberdaron bay
12:00				Var 1		
14:15						Causeway buoy abeam, Spinnaker up
14:40	150	89		NW3	SI	
16:40	150	95		NW4	SI	
17:30						Drop Spinnaker, through main channel.
18:00		1508		NW3		Moored Aberystwyth

## Day Summary

Crew	Chris, Elin & Catryn		
Hours underway	9.5		
Log	63		



Time	Notes
08:00	Clear morning Light variable wind in P Dinllaen, visibility good.
08:30	Aberporth Range announcement. <i>Range operating 09:00-17:00. Range control on Chanel11. Live firing starting 10:30. 52:27'N 004:42.1'W. 18 M exclusion zone.</i> Plotting the Exclusion zone we could pass to the north of it safely without diverting much from our plan. Called by Range Control (AIS appears to be working) to confirm our intentions.
10:30	<p>Passed inshore of the Tripods then through the brief but exciting turmoil of the tide race at the entrance to the sound before being swept through Bardsey Sound. Onwards into explore Aberdarron Bay before making course for Aberystwyth keeping to the North of the rhum line and avoiding the firing range.</p>  <p>Winds light and variable as we left Aberdaron. Elin asked about the spinnaker, which we set up but were unable to hoist while the wind kept spinning. Eventually approaching Sarn Patrick Causway buoy the wind steadied from the NW and the spinnaker was hoisted. A shy run down to the "main Channel" through the reef N of Aberystwyth. The girls singing hits from Hairspray and other favorites shows.</p>
17:20	<p>Called Aberystwyth Marina on phone (no answer on VHF), very full but they will put out extra cleats for us on the end between pontoons B &amp; C. Port side to.</p> <p>Followed the transits through the reef and on into the river. First the monument on the hill above then lower marks as we closed the harbour entrance.</p>
18:00	<p>Elin Spotted RNLI washing down after an exercise as we came into the marina, called over that she had applied to join them. Ran off as soon as WK secured to the pontoon. Got lost so was too late to catch them.</p> <p>Catryn packed up and headed for the bus back to PD. While we headed off for Dinner in Weatherspoons.</p> <p>Elin met up with the RNLI Mechanic next morning before we caught the trains back home. Two days later Elin was pinged after a contact with somebody who had tested positive to Covid. Instructed to self-isolate for 10 days. Holiday plans revised.....again.</p>

# The *White Knight* Chronicles Season 3 2021



Date	27/6/21		
From	Aberystwyth	Towards	Aberdaron

## Tides (BST)

Port	Aberystwyth						
HW	10:30 4.8m						
	17:40 1.0m						

## Weather forecast

Time	06:00	Gale Warnings	
Gen Synop			
Area	Wind	Sea	Weather



## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
10:30	310	1508	0	NNE 3/4	SI	Dept Aberystwyth
11:30	326			NNE 4	SI	
12:30	325	1519	11	NNE 3	SI	
13:30	300			N1	SI	
14:30	320	1528	20	NNE4	SI	
15:30				N2	SI	
16:30					SI	
17:30		1542	34	N4	SI	Anchor Aberdaron 4.6m

## Day Summary

Crew	Chris & Jan		
Hours underway	7		
Log	34		



Time	Notes
	<p>With Elin self-isolating, Jan and I abandoned plans for the family holiday to the Bristol Channel and sailed WK back to Caernarfon.</p> <p>A lovely day with moderate NNE to N winds ideal for a close reach across Cardigan Bay to the Llyn. Hardly any other boats in sight all day.</p>  <p><b><u>AIS A WARNING</u></b></p> <p>Playing with the instruments I was wondering why there was an intermittent VSWR error on the AIS Transponder? Also why we did not seem to be visible on Marine Traffic except close to the shore station at Porth Dinllien? These mysteries were later solved when a borrowed Standing Wave Ratio (VSWR) meter uncovered a dry joint in the arial cable. The connector at the foot of the mast had not been properly soldered. An easy fix with some solder and a small blow torch. Further investigation showed that Marine Traffic coverage in West Wales is very sporadic with large areas not covered. Sailing from Aberystwyth to Aberdaron placed us just outside the range of the shore station at Harlech. The next station at Porth Dinllein gave good coverage of Caernarfon Bay once clear of Bardsey Sound until crossing the Caernarfon Bar. The shore station at Plas Menai in the Menai Straits was not working.</p> <p><b>Note to Marine Traffic watchers:</b> Just because the yacht you are tracking has disappeared, it does not mean anything is necessarily wrong, it is more likely to be that it is simply out of range of a shore station.</p>  <p>We anchored in Aberdaron Bay close to the village in 4.6m in time for an excellent dinner on board and a peaceful evening.</p>



# The *White Knight* Chronicles Season 3 2021



Date	28/6/2021		
From	Aberdaron	Towards	Caernarfon

## Tides (BST)

Port	Dover	Caernarfon					
HW	02:20	13:40					
HW	14:40	20:00					

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis


## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
07:10		1542				Up anchor
08:00	320	1546		N4	SI/Mod	Through Bardsay Sound
09:00	060	1551		N5	Mod	Tack
11:30	072	1568		N5	Mod	10knots SOG
12:30						P Dinnlein abeam, pulled by back eddy into bay
13:00				N5	SI/Mod	Tack out of Trefor Bay
14:00				N5	SI	Fairway Buoy
15:00		1584	42			Alongside Victoria Dock

## Day Summary

Crew	Chris & Jan		
Hours underway	8		
Log	42		



Time	Notes
	The tides through Bardsay Sound are notoriously complex and fickle. Pilot book descriptions are confusing and sometimes contradictory. The only tidal atlas I found depicting the flows is in Ralph Morris's Cruising Anglesey and adjoining Waters. Bardsey sits off the end of the Llyn Peninsular at the confluence of tidal streams cutting directly across Cardigan Bay, running down the Llyn Peninsular and circulating around Tremadog Bay. Tidal stream through the sound turns NW at Dover +4 on the north side of the sound and + 5 hours on the south side. But the tide along the N side of the Llyn does not turn NE until Dover – 6 hours.
07:10	We waited until 07:10 (Dover + 5) to weigh anchor to give the tide through the sound time to settle NW and the NE tidal stream up the coast to get established against the northerly wind.
08:00	Through the sound we had a steady tide with little swell but as we cleared the land the wind over tide swell picked up significantly. Close hauled we pressed on NW for an hour to clear the coast and get into the strongest part of the tidal stream. A vomit inducing motion as we rode over the swell.
	
09:00	Tacking gave us a clear heading parallel to the coast and with 4-5 knots of tide under us we hit 10 knots SOG.
12:30	<p>Passing Porth Dinllaen the tidal stream eased then went foul even though we were still at least a mile off shore. A strong eddy pulled us into the bay, we held course in towards Trefor, then tacked offshore again, the back eddy carrying us south of the direct course to Llandwyn Island and the Fairway buoy. Lesson Learned, next time tack <u>offshore</u> as soon as there is any sign of losing the fair tide. The back eddy into Porth Dinllaen extends at least a mile offshore. By not tacking offshore earlier we had added 30-40 minutes to our passage.</p> <p>With the swell easing we approached the lee of the Anglesey shore before the final tack onto the fairway buoy.</p>
14:00	20 minutes after HW we entered the channel for the final run into Caernarfon.
15:00	Moored alongside Victoria Dock a hot day out of the wind.



## ***The weekend of the training courses. Encountering the “Conwy Legends”***

Date	3-4 July		
From		Towards	

Tides (BST)

Port	Dover						

Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long

Day Summary

Crew			
Hours underway			
Log			



Time	Notes
	<p><b>The weekend of the training courses that were not to be and the appearance of the “Conwy Legends”</b></p> <p>Not planned as a sailing weekend this was supposed to be a weekend for Elin and Jess to fit in their First Aid course and a VHF Radio Course delayed by covid from 2019 at Plas Menai. Elin needed the courses as pre-qualification for her Dinghy Instructor qualification, as preparation for her Day Skipper Course the following week and the sailing trip on “Seraphina” to the Mediterranean.</p> <p>In the run up to this weekend the possibility of a collage Leaver’s Ball was on, then off then an alternative was proposed then cancelled due to covid. In the end Elin took control of her destiny and decided to go for the training.</p> <p>An early start on Saturday morning to get to Plas Menai in time for the First Aid course and grab some breakfast. I then set off for Caernarfon to do some more of the maintenance jobs on WK. The phone rang, it was Elin. The course had been cancelled because the instructor had not turned up. Great, back to Plas Menai to collect Elin then back to WK to carry on with the maintenance.</p> <p>Mid afternoon a flotilla of retired middle-aged men arrived from Conwy in their Legends for a weekend carousing. Elin highly pissed off with their behavior. One skipper who she had skillfully saved from an embarrassing landfall, referred to her as a “girlie” before realizing he was out of order. The generally sexist, obnoxious, boorish behavior of the rest continued to escalate through the evening.</p> <p>J&amp;J arrived late afternoon for a takeaway dinner from the Chinese before we headed off to the RWYC for several pleasant rounds of drinks and a game of Dobble. Elin and I decamped to the Premier Inn for the night to leave WK to J&amp;J. The Legend’s party continuing into the early hours robbing everybody on board of good temper and sleep.</p> <p>We wandered over to WK early for breakfast. J&amp;J related the story of the disturbed night, then came the text. VHF course cancelled due to staff illness. WTF!!! %\$&amp;%\$\$£ !</p> <p>After a consolation breakfast in a local café, we took great delight releasing our frustrations with as much hammering, banging and legitimate maintenance noise as possible to wake the Legends before heading off to the Solent and a good night’s sleep in another Premier Inn and the start of Elin’s Day Skipper course.</p> <p>A delay in her joining “Seraphina” for the trip to the Med gave Elin chance to fit in a First Aid course hastily rearranged by Plas Menai. The VHF radio course remains unfinished business.</p> <p>The “Conwy Legends” departed leaving a poor reputation all around.</p>

***Aiming for Cardigan Bay,***

Date	24/7/21		
From	Caernarfon	Towards	Silver Bay

## Tides (BST)

Port	Dover						

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis


## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
11:15		1584		NE4	SI	Depart Victoria Dock
12:15						Llanddwyn Island, Pilots Cove
12:30	090	1591		NE4	SI	
14:30		1600				Anchored Silver Bay

## Day Summary

Crew	Chris, Ian, Martin & Jan M		
Hours underway	3		
Log	16		



Time	Notes
	<p>Next plan was a trip to Tremadog Bay with Ian, Martin and Jan M, possibly getting to land on Bardsey, explore the anchorages in the bay eventually aiming for Porth Madog and a chance to dry out alongside and give WK's bottom a scrub.</p> <p>The first leg was to join a Royal Welsh YC cruise in company along the south coast of Anglesey for a night in the relatively quiet Silver Bay between Rhosneiger and Trearddur Bay. It also gave us a chance to explore close into the coast and check out the many anchorages rather than whiz by on passage.</p> <p>Checking the fuel and gas we topped up the fuel tank with 10l diesel and found both gas bottles were near empty. Searching all the outlets within 10 miles of Caernarfon I found and secured the last full bottle of gas. Calor gas was in very short supply nationally, North Wales was not immune. Even the depot had run out. Bacon rolls for breakfast were not a problem.</p> <p>Left Victoria Dock on High Water just after the rest of the fleet. The NE wind giving us a run down to Fort Bellan Narrows then out across the bar to Llanddwyn Island and the beautiful Pilots cove. We then decided to hug the coast checking out all the anchorages. Maltreath, Pen -y-Parc, Aberfraw Bay, Porth Cwylan with its chapel on an island. Past the Motor racing circuit before heading in towards Rhosneigr past Porth Treacastle, then skirting the reefs from Rhosneiger beach. A (too) close pass to one reef and we headed a little further offshore and headed for Silver Bay, anchoring under sail as we joined the remainder of the fleet.</p>  <p>Lunch and a doze before launching the dinghy. Engine stuttering and dying after a few minutes. Martin and I paddled for the shore before wading to the windward end of the beach and paddling back to WK. Stripping down the carburetor we managed to get the engine going again well enough to join the party on <i>Serin Y Mor</i> but it was clearly not fully working. Oars and muscle saved the day.</p> <p>A jolly time was had by all making new friends, reminiscences of the Scilly Isles Trip we had missed. The sun gently dropping behind the low hills, enough to trip the anchor light into action and our guiding light back to WK.</p>



# The *White Knight* Chronicles Season 3 2021



Date	25/7/21		
From	Silver Bay	Towards	TBC

## Tides (BST)

Port	Dover	Holyhead					
HW		12:10					
LW		18:10					

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis


## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
10:00		1600		NE4	SI	Up Anchor aiming for South Stack
12:30		1614		NE4		Moored Holyhead Marina
16:00				NE 1-2	Sm	Dept Holyhead Marina
18:10		1622		0	Sm	Skerries Landing
19:50						Amlwch
20:20						Point Lynas
20:35		1637				Dulas Island Refuge
21:10		1640				Anchored Molfre

## Day Summary

Crew	Chris, Ian Martin & Jan M		
Hours underway	7.5		
Log	40 Through water		



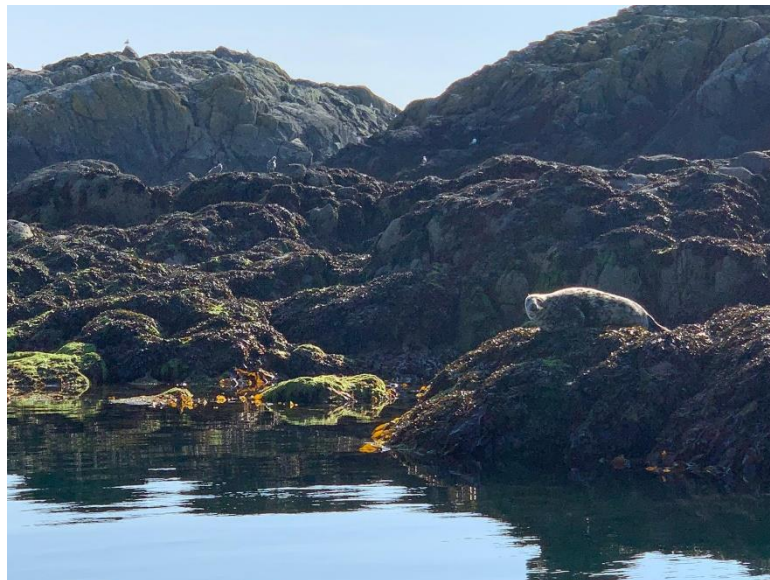
Time	Notes
	<p>A slow start, with a rough plan to head up towards the South Stack before turning on High Water to head for Porth Dinllaen to drop Jan M then continue through Barday Sound to Aberdaron or the anchor of Bardsay. The phone call changed all that. Martin's mum very ill. So change of plan, take Martin &amp; Jan to Holyhead to meet Sue and Sarah with the car to rush them back home.</p> <p>We also arranged to swap the undependable Honda outboard for my trusty 1961 Seagull 40+.</p>
10:00	<p>Breakfast over, Up Anchor and a following wind out of the bay dipping ensigns with the Commodore. A steady reach close around the coast past Rhoscolyn, already full of speed boats and jet skis. Clearing the reefs off Ynysoedd Gwylanod gave a clear run across Trearddur Bay to Penrhyn Mawr and the rising cliffs towards South Stack. Elin's Tower on the horizon. The wind died and the tide eddied foul as we rounded North Stack so on with the engine for the last push around the mighty breakwater then back into the remains of the Marina, still not rebuilt after the devastation left by Storm Emma in March 2018.</p> 
	<p>A pleasant salad lunch with a glass of wine waiting for Sue &amp; Sarah to arrive, a quick change of engines then Jan &amp; Martin whisked off to sort out what they could.</p>
16:00	<p>What to do now? We were the wrong side of the tide gate and too late to go down to Porth Dinllaen and the Llyn peninsular. Light winds forecast for the next couple of days but a threat of something less pleasant on Wednesday. I had a MS Teams meeting to attend on Thursday morning so it would help if we were in wifi contact by then. We decided to carry on clockwise around Anglesey exploring all the nooks and crannies we usually sailed past.</p>
18:00	<p>Departed Holyhead bound clockwise across to Church bay then aiming for slack water at the Skerries. Crossing Church Bay we took a series of sun sights with the sextant just for practice and to reduce later.</p>

19:50




The landing bay on the Skerries served the light house now also a bird observatory. Our timing was just right for slack water to creep between the rocks into the tight cove, past seal covered rocks amid terns, guillemots, razorbills and gulls.

Three species of Tern visible in a single photo, Common, Sandwich and Arctic. Was that Rossette Tern? Couldn't be sure. Small groups of Puffin the first I have seen on the North Wales coast for many years bobbed by.







	<p>Picking up the first of the flood we turned East back to the Anglesey shore then followed close inshore to Cemlyn Bay, nesting ground to hundreds of Sandwich Terns, Porth-y-pistyll in the shadow of Wylfa nuclear power station. The wide Cemaes Bay with its sandy beaches at the head by the village. Inside Middle Mouse. Porth Llanlleiana with its old mine just above the tiny beach and into Porth Wen with its ruined brickworks. Favored anchorage for those waiting for the tide to cross to the isle of Man. On along the cliffs to Bull Bay then around the outside of East Mouse before turning in towards Amlwch with its mineral stained cliffs below the old chemical works and the impressive wall of concrete which protects the harbour. Only at the last moment the narrow gap at the eastern end of the breakwater opens to allow access to the outer harbour, home to the Liverpool Pilots. Turning sharply between the high walls of the outer harbour before running out of water. A touch of reverse and prop walk to get us round while a young lady was doing inverted yoga on the deck of the survey vessel moored to the wall.</p>
20:20	<p>Out again past Llam Carw and into the strengthening flood to carry us past Point Lynas as the sun sank closer to the horizon.</p> 
21:10	<p>Slowly turning south we made for Ynys Dulas with its refuge tower across the sandy Dulas Bay then around Ynys Moelfre, past the lifeboat station and close into Molfre Bay to anchor for the night in 4m. Revelers in the Pub singing Country and Western standards as the sun final sank and a nip of whiskey rounded off the day.</p>

# The *White Knight* Chronicles Season 3 2021



Date	26/7/21		
From	Molfre	Towards	TBC

## Tides (BST)

Port	Dover						

## Weather forecast

Weather forecast				
Time	06:00		Gale Warnings	
Gen Synop				
Area	Wind	Sea	Weather	Vis

## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
08:50	107	1640		0	Sm	Depart Molfre towards Conwy
10:05	110	1648		0	Sm	Puffin Island abeam
10:40		1652		N1	Sm	Conwy Fairway buoy abeam
11:20		1656		N1		Conwy Marina Fuel Berth, Refuel and pick up Sue
12:30		1659		N2	Sm	Conwy Fairway bound east wards
14:10		1666		N4	Sl	Off Llandudno Pier
15:00	000	1669		N3	FOG	FOG off Penrhyn Bay, Head offshore then turn back to Llandudno.
16:15		1674				Anchor off Llandudno SC to drop Sue. Change of plan:- return around Great Orme towards Menai Straits
16:50	250	1675		N4	Mod	Tack off Great Orme
17:50		1682		N1	Sm	Sighted puffins off Puffin Island, Entered Menai Straits
19:30		1688				Picked up mooring off Gazzelle

## Day Summary

Crew	Chris & Ian, + Sue S		
Hours underway	10.5		
Log	48		



Time	Notes
	<p>A calm still morning after a slightly rollie night at anchor off Molfre. First destination Conwy to top up the fuel and water tanks. A leisurely breakfast under way courtesy of Ian, then set the tiller pilot "George" to steer the course to the Conwy Fairway buoy. Not yet wired the Mutts NMEA 0183 interface to guide George so all based on tracking bearing to waypoint using George's internal compass. Well that was the plan but forgot to press auto so George simply working as a prop on the tiller and no adjustment was necessary.</p> <p>Meanwhile I dismantled the carburetor on the Seagull to give it a clean and remove any residue from the float chamber. With its exposed carburetor the Seagull is far simpler to access and strip down than the Honda, also all the parts remain attached to the throttle cable until the body of the carburetor is well inboard, so the engine can safely remain secured on its storage bracket. 10 minutes later and the reassembled carburetor was back on the engine.</p> <p>We rang various friends to see if they would like a day trip around the Great Orme and eastwards. The serves 4 Beef Bourguignon lunch would be better distributed amongst 4 than stuffed by 2 of us. Sue my sister-in-law rose to the challenge, we arranged to meet in Conwy Marina. Refueled at 1495.3 engine hours 38.4l 60:40. Mike &amp; Sue waiting by the gate.</p> <p>Bunkering complete and a can of 2 stroke oil for the Seagull we set off down channel. The wind had filled in nicely from the North so off with the engine and up with the sails to beat close in around the Great Ormes Head. The first wisps of intermittent mist played over the headland gradually thickening as we rounded Pen Trwyn and the seal beach. Skirting 50m off the pier we followed round the wide sweep of Llandudno Bay and out to the Little Orme, by this time the wind was increasing and the Fog thickening. The forecast change in the weather was starting to come through.</p> <div data-bbox="365 1263 826 1608"> </div> <p>After our lunch of beef bourguignon with the fog thickening we abandoned plans to head further East. We headed offshore from Penrhyn Bay to break out of the fog and turn back west towards Llandudno Sailing Club's slipway and drop Sue off a very short walk from her house.</p> <p>Heading back offshore and around Great Orme's Head the wind was now filling in aided by the mid-afternoon sea breeze. A broad reach across Conwy Bay brought us to Puffin Island and three puffins, the first I have seen in this area for many years. The rat extermination project was at last showing signs of success.</p> <p>Dodging the sand banks, we headed up the straits to the Gazelle to pick up a mooring for the night. The Seagull started second pull for a quick buzz over to the pier and a pint or two on the terrace outside the hotel. A stylish pot plant barred access to the middle urinal, far more in keeping than the usual hazard waring tape used elsewhere.</p>



# The *White Knight* Chronicles Season 3 2021



Date	27/7/21		
From	Gazelle	Towards	Caernarfon

## Tides (BST)

Port	Dover						

## Weather forecast



Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
11:20	SW	1688		0	Sm	Drop mooring off Gazelle
12:20	SW					Through Swellies
12:40						Plas Newedd
13:30		1697				Moored Victoria Dock North Visitor Pontoon.
29/7		1703				Caernarfon to Indefatigable
30/7		1708				Return to Victoria Dock

## Day Summary

Crew	Ian's trip 24-30/7		
Hours underway	7 days on board		
Log	124 Miles		

Time	Notes
	<p>With the weather forecast to deteriorate further on Wednesday and a half day meeting by Teams on Thursday we decided to return to Caernarfon and have a train ride up into the mountains.</p> <p>Timing to arrive at the Swellies just before slack water 12:30-13:00 gave time to play with the Seagull and nip up to Beaumaris while Ian finished off fitting the new curtains.</p>  <p>Ian piloting his first passage through the Swellies, Mutts MFD covered and using transits. Tea and Welsh Cakes to celebrate.</p>  <p>Moored to North visitor pontoon Victoria Dock. Ian off to buy an oven glove, wired in the tiller pilot NMEA 0183 interface but not able to test.</p>



**Wednesday 28/7**

Heavy showers and strong winds forecast, so we took the scenic Welsh Highland Railway on the tightly winding route from Caernarfon to Beddgelert.



A walk around the Aberglaslyn Gorge and the village ducking into shops and galleries to avoid the heaviest of the showers.



Time to inspect the locomotive before the decent back to Caernarfon and Dinner on board.



### **Thursday 29/7**

A 4-hour Teams meeting took up the morning. Ian went off looking at investment properties. After lunch we headed up the Straits to anchor off HMS Indefatigable for the night. A walk past the artist Cyfin Williams cottage out to the main road proved fruitless in our search for a walking route to Plas Newedd.



### **Friday 30/7**

Overnight the wind picked up and veered, on the falling tide the anchor chain snagged and tugged against rocks before pulling clear with a snatch. Unbeknownst to us the chain had wrapped around a rock bringing us into shallower water. We grounded at 08:30 an hour and a half before low water, fortunately in a sandy gap between the boulders. With only 400mm of fall remaining and no danger to the hull we went ashore for a walk. This time through the woods to Plas Newedd and the Conwy Centre harbour.



I noticed that the pontoon sections had been changed, a lucky find which led to the storm damaged sections being given to Gresford Sailing Club for Sailability and other uses, but that is another story.

White Knight was returning to an even keel as we returned, a short wait for the tide to finish the job before we returned on board to check for damage (there was none), kettle on for a mug of tea before floating off and heading back to Caernarfon.

Ian left for a family party to be replaced by Jan grabbing a weekend break from work.



# The *White Knight* Chronicles Season 3 2021



Date	31 / 7 – 1 / 8 / 2021		
From	Caernarfon	Towards	Beaumaris - Caernarfon

## Tides (BST)

Port	Dover						

## Weather forecast

Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

## Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long
13:50	NE	1708		W3	Sm	Dept Victoria Dock
16:00	NE	1718		W4	Sl	Picked up Mooring off Gallows point Beaumaris for afternoon tea
16:45	SW			W4		Dropped Mooring
17:10	SW	1721				Picked up mooring off Menai Bridge
<b>1/8/21</b>						
12:40		1721		W2		Dropped mooring
13:45		1724		W1-2		Turn off Beaumaris
15:00		1728		W2		Swellies
16:10		1734		W3		Victoria Dock Caernarfon

## Day Summary

Crew	Chris & Jan		
Hours underway	6		
Log	26		



Time	Notes
	<p>A quiet weekend off work for Jan to relax and read, with a gentle trip through the straits.  Friday dinner in Stones Restaurant, followed by a few drinks and the end of the quiz in the RWYC.</p> <p><b>Saturday 31/7</b>  A slow start, bistro brunch and a stroll around Caernarfon, a bit of gentle boat work waiting for the tide.</p> <p>Caught the tide up through the Swellies to Beaumaris, picking up a mooring in the strong tide off Gallows Point for afternoon tea, as we were passed by the local sea rowing club all dressed as pirates heading for the Gazelle.  Returning on the slack tide to Menai Bridge where we picked up a mooring for the night.</p> <p><b>Sunday 1/8</b>  A lie in, reading and drinking tea waiting for the afternoon tide.  Getting bored / itchy feet dropped the mooring and drifted up to Beaumaris before catching the first of the flood back towards the Swellies.  Early on the tide we had a strong current against us as we pushed through, with low water and making slow progress we could ferry glide safely between the now exposed rocks that were normally hidden in the swirling depths.  Out into the wider straits past Plas Newedd and back to Victoria Dock. At last a space back on the south pontoon close to the ramp.</p> <p>Interspersed with a couple of weekends using WK as a caravan, the remainder of August and September were taken up with work, other commitments with Gresford Sailing club, getting Elin back from her trip to the Med and ready for University.</p>





## Refit Part 1

Date			
From	22 September	Towards	

### Tides (BST)

Port	Dover						

### Weather forecast



Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

### Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long

### Day Summary

Crew			
Hours underway			
Log			

Time	Notes
	<p data-bbox="373 264 1362 499"><b>On 22 September</b> White Knight was hauled ashore on the Caernarfon Marine Railway AKA “Above the Brine” slip for a jet-wash, antifouling and topside buffing. A couple of minor scuffs on the leading edge of the keel telling the tales of one of the groundings, but which one? The International Cruiser 250 Antifouling hastily applied in Scotland in June 2020 still serving well. Also, time to service the seacocks, polish the prop and a host of other more minor bits of maintenance.</p>  <p data-bbox="373 1187 564 1220">Into the Slings</p>  <p data-bbox="373 1787 1177 1821">18 months since launch into the Clyde, anti-fouling doing OK.</p>



***Debbie's Birthday Surprise. The plan that worked.***

Date	10 October		
From	Caernarfon	Towards	Menai Straits & Caernarfon

Tides (BST)

Port	Dover						

Weather forecast

Weather Forecast				
Time	06:00	Gale Warnings		
Gen Synop				
Area	Wind	Sea	Weather	Vis

Deck Log

Time	Course	Log	Dist	Wind	Sea State	Notes / Lat:Long

Day Summary

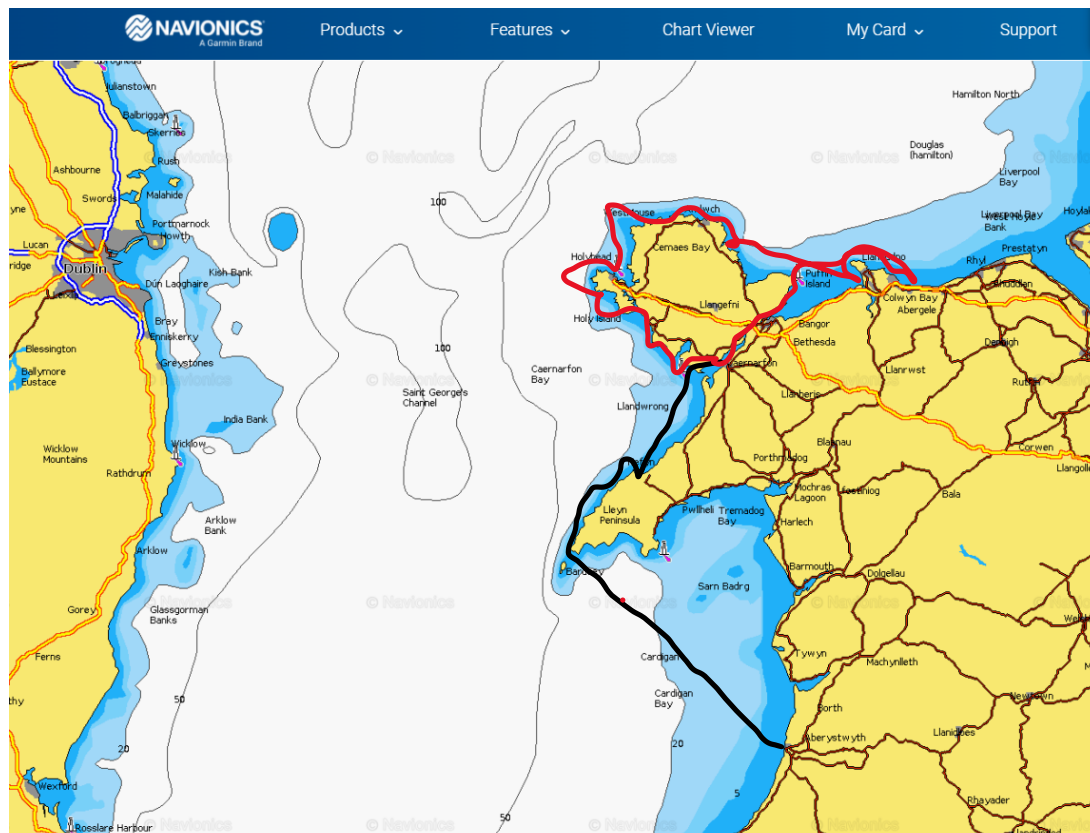
Crew	Chris, Debbie & Mike,	Zoe, Flo & Joe	Hazel
Hours underway			
Log			



Time	Notes
	<p><b><u>Debbie's Birthday Surprise</u></b>  Snatching a day sail, but with Jan busy with work I put out a call to the Saturday Family Sailors from GSC, Answered almost immediately by Zoe. It was to be her Mum's Birthday and they were already planning a picnic on Anglesey could they all join me on WK? Great, a crew. Also, Heather was available. The trip was a goer.</p> <p>Saturday, afternoon checked WK over and did some maintenance,</p>
09:30	Sunday morning Crew started arriving, Debbie, Mike, Zoe, Flo & Joe then Heather.
10:00	Breakfast bacon rolls and a briefing
10:30	Departed Victoria Dock first downstream towards Fort Bellan before turning with the tide for the Swellies.
	<p>Full sail for a NW wind, bit of engine up towards C14 and again up towards Plas Newedd. Mike on the Helm.</p> <p>Through the Swellies to turn off Menai Bridge on the slack water.</p>
13:00	Dropped back through the swellies and picked up a mooring off Plas Newedd. Tide gaining strength all the time as we devoured the Birthday Lunch and hot pasties.
14:00	Dropped the mooring under sail for the run back to Caernarfon, Zoe & Heather taking turns on the helm.
16:30	Back in Victoria Dock and moored alongside Sabre 27 " <i>Bright Waters</i> " on the south pontoon.
	 <p>The guests seem to have enjoyed themselves: -</p> <p><i>Wanted to share with you all that we had the most wonderful day sailing with Commodore Chris on White Knight  ... on Sunday... it was fantastic! Incredible opportunity. Thank you Chris</i></p>



## Conclusions



2021 was the season nothing went as planned. That is not to say it all went wrong; The trips we managed were all good in their own way, pushing round the Llyn Peninsular to Aberystwyth riding the tide back to Caernarfon and exploring all the nooks and crevasses around Anglesey were each an unexpected delight. Entering the lighthouse landing cove on the Skerries was a particular highlight.

This was also the season when we finished the initial programme of upgrades, updating and integrating the navigation instruments, refitting the fridge and the myriad of minor bits and pieces that had come to light in the first two seasons.

Jesse's advancing pregnancy curtailed her and JD's sailing, but they enjoyed trips to undertake bits of maintenance and to use WK as a caravan... despite the unwelcome intrusion of the "Conwy Legends".

Elin also started to do her own trips, gaining Day Skipper, then joining Seraphina for 8 weeks; first refitting, sailing around the English Channel then sailing across the Bay of Biscay to the Mediterranean and Ibiza

Now on with the winter refit and preparation for next season's Big Trip.....



## References

### Charts

Imray Charts –

- C51 Cardigan Bay
- C52 Cardigan Bay to Liverpool
- C62 Irish Sea East Coast Ireland
- Y70 Isle of Man

Admiralty Symbols and Abbreviations

Admiralty Tidal Stream Atlas

### Almanacs, Pilots & Sailing Directions

- PBO Small Craft Almanac 2021
- CA The Cruising Almanac
- Imray, Irish Sea Pilot, David Rainsbury 2009
- Imray, Cruising Anglesey and adjoining waters, Ralph Morris 8<sup>th</sup> edition 2009

### Background Reading

Hamlyn Book of British Birds

Llewelyn, Sam, Emperor Smith, The Man Who Built Scilly





## Appendix A: Winter Refit 2020/21

**Antifouling estimate.** 2.5l per coat, recommended 2-4 coats. 5-10l

**Aim:-** To make *White Knight* comfortable and fit to complete a circumnavigation of Britain (Ireland, Low countries, Baltic and Norway?) involving extended periods on board sailing busy and exposed waters.

**Objectives:-**

- Annual servicing of engine, running rigging, brightwork and antifouling
- Valeting and servicing of working sails
- Further upgrade of navigation systems, possibly to include AIS Transponder.
- Solar power
- Replace refrigerator

The dodgy battery was changed and a 50W solar panel with a MPPT Controller and battery monitor was cabled to the engine & domestic batteries in September. The spare (fridge) battery was connected in October. Over winter the batteries were all kept topped up with solar power.

The genoa and spray hood went to the Boat Shed sail makers in Pwllheli for valeting and repair.

Upgrades to the Navigation systems started with the removal of the now unreliable Stowe instrument displays at the chart table. Next step was to relocate the B&G V60 Radio and installation of a B&G Triton 2 MFD next to the chart table. I also installed an Actisense wireless gateway to link the NMEA 2000 network to other devices including laptops, iPads and iPhones. Security was set such that remote devices could view and display the NMEA data, but the remote devices could not be used to adjust the boats instruments and controls. A tablet/ iPad holder was installed on the bulkhead over the chart table where it could be used as an independent MFD / chart plotter. I also loaded an old laptop with Open CPN chart plotter software which could link to the NMEA data via the Actisense gateway.

The corroded VHF cockpit speaker was removed and replaced with a NASSA waterproof speaker.

Lee cloths were fitted to the saloon berths.

Other works undertaken during the season: -

- Annual servicing of engine, running rigging, brightwork and antifouling
- Fit new curtains (thank you Sue)
- Replace refrigerator
- Second Triton MFD in pod,
- AIS transponder

For more details see <https://chrissailing.home.blog/>

<https://chrissailing.home.blog/2021/01/14/preparing-to-go-foreign-part-1-sorting-out-the-paperwork/>

<https://chrissailing.home.blog/2021/01/22/notes-on-upgrading-white-knights-navigation-systems/>



**MAYDAY - EMERGENCY  
VHF RADIO PROCEDURE - DSC**  
Use only when there is imminent and grave  
danger to life or vessel

**VESSEL NAME:** *White Knight of Purbeck*

**MMSI:** 232 023 341

**CALL SIGN:** MFRS 3

Check radio is switched on at PANEL and SET.

Select Channel 16 and High Power. Lift the cover on the red ***DISTRESS*** button and press the button through the countdown.

Wait 15 seconds. If there is no reply, press the transmit button on the handset and say SLOWLY:

1. ***MAYDAY, MAYDAY, MAYDAY***
2. ***THIS IS . . . Yacht –WHITE KNIGHT - 3 times***  
***CALL SIGN...MFRS 3. MMSI ...232 023 341.....***
3. ***MAYDAY . . . Yacht - WHITE KNIGHT***  
***CALL SIGN... MFRS 3. MMSI ...232 023 341.....***
4. ***MY POSITION IS . . . latitude and longitude, or a true bearing and distance from a known point. Don't guess.***
5. ***I AM . . . state the nature of distress***
6. ***I REQUIRE IMMEDIATE ASSISTANCE***
7. ***I HAVE . . . (number) of people on board***
8. ***INFORMATION . . . such as liferaft, flare fired, etc***
9. ***OVER - this means 'reply to me'***

Release Transmit button.

Listen on Channel 16. If you hear nothing repeat the call.